FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Regd - and be safe

THE SPHERE, FEBRUARY 11, 1950
With which is incorporated "BLACK & WHITE" 2/-

The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CC, No. 2610
FEBRUARY 11, 1950

KING SIX CIGARS
1/7 each
MADE BY J. R. FREEMAN & SON, LTD.
The result of a century of experience
MAKERS OF FINE CIGARS SINCE 1839

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

BY APPOINTMENT TO H.M. THE KING.
Red Hackle
DE LUXE
SCOTCH WHISKY
PROPRIETORS Hepburn & Ross GLASGOW

GREYS CIGARETTES
Just honest-to-goodness tobacco

By Appointment Cyder Makers to
H.M. KING GEORGE VI H.M. QUEEN MARY
William Gaymer & Son Ltd., Attleborough & London
Gaymer's
CYDER
Famous for over 300 years

BY APPOINTMENT TOILET SOAP MAKERS TO H.M. KING GEORGE VI
Bronnley
FINE ENGLISH SOAPS

Please your palate with a
TRADE MARK
Bass

HARDEN'S
FINE TEAS

Formerly known as the famous DOCTOR *teas*
REGD TRADE MARK
Packed by
HARDEN BROS. & LINDSAY LTD.
121 CANNON STREET, LONDON, E.C.4

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1.

PRICE TWO SHILLINGS
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM
Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

Soft Hats of a lightweight felt in colours of medium grey, medium brown, dark brown or fawn . . **50/-**

Post and packing 1/-

Hogskin Gloves in a useful shade of cork, are hand sewn and lined throughout in soft chamois leather.

Sizes 7½, 8, 8½, 9, 9½ . . **62/1**

Post and packing 1/-

Important items from

HARRODS

MAN'S SHOP

A man's shopping is an easy, pleasant matter at Harrods. The spacious Man's Shop on the Ground Floor caters for every possible wardrobe need. Here you will find the widest range of clothing and accessories for all occasions—to suit every taste and every pocket.

Whanghee Walking Sticks of handsome appearance and sturdy build, finished with a silver initial band. **£3.15.6**

Post and packing 1/-

Twill Silk Handkerchiefs of an excellent quality, hand-block printed in colourful paisley designs on grounds of red, blue and green.

27 ins. square. each **33/6**

Post and packing 6d.

HARRODS LTD SLOane 1234 KNIGHTSBRIDGE SW1

. . . perhaps the finest made

Driway weathercoats and sportswear are stocked by leading stores and outfitters throughout the country

Certificate of Pedigree

By this symbol you may identify the proud and ancient lineage of genuine Harris Tweed, spun from virgin Scottish Wool, dyed, finished, and hand woven by the Crofters of the Outer Hebrides. It is the heraldry of traditionally incomparable quality.

★ **Look for the mark on the cloth**
★ **Look for the label on the garment**

Issued by The HARRIS TWEED ASSOCIATION LTD.

Volume CC No. 2610 The SPHERE, London, February 11, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

LERWICK PREPARES TO BURN THE LONG SHIP—THE YOUNG GUIZERS HAUL THE VIKING CRAFT THROUGH THE STREETS OF THE SHETLAND CAPITAL BEFORE SETTING FIRE TO IT WITH TORCHES: They were taking part in Lerwick's annual Up-Helly-A' Festival, the Scottish-Scandinavian celebrations which have their origin in the old Norse Yule Tide Feast. Over 600 guizers took part this year

About 480 years ago the Shetlands, like the Orkneys, were subject to the Scandinavian Crown. Shetland—the Ultima Thule of the ancients—is still markedly Norse in many of its characteristics, and it has bequeathed many words to the Shetland dialect. The celebrated Up-Helly-A' Festival, which was revived in Lerwick in 1949 after a lapse of ten years and has just been held once again, is essentially Viking in origin. It marked the return of the sun god and the gradual rolling back of the long winter nights with the promise of the advent of spring. Feasting, drinking and sacrificial rights were in olden times the highlights of the Festival and, if to-day it takes a less pagan form, it is hardly less spectacular than in the past, culminating, as it does, in the burning of the long ship by night. The procession of guizers who escort the long ship to the place where it is burnt and then stand round with flaming torches, as it is consigned to Valhalla, always provides dramatic moments. Later in the evening the guizers forgather in the dance halls of Lerwick and continue the rejoicings into the small hours.

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Voting for a *Parliament*.—In a few days now the nation will be voting. There are a hundred arguments why, in the citizen's own interest, he should vote Socialist, Conservative or Liberal. All the arguments are marshalled to persuade us of the merits of the policy of some party. One line of argument is neglected. It is the argument to vote for the return of a *Parliament*. A few years ago we were wont to be governed by Parliament. It could be short-sighted, wrong-headed, slothful or rash ; it often was. But such as it was it was the representation of *our* opinion ; very obliquely, rather clumsily, perhaps, it *was* the voters' ears, mind and voice, and these organs were used in all major matters affecting our nation. For several years past, it has not been so. Most of our laws have been made outside Parliament. As examples given in *The Times* by Mr. Blackburn—the Soviet conquest of China and its conquest of the Atom Bomb ; and, arising out of the latter, the pros and cons of developing the Hydrogen Bomb. If these are not matters affecting our national survival, matters demanding the recording of the voters' views, then indeed Democracy *is* a joke. I dare say there are a hundred good arguments for voting Socialist on February 23. There is one overwhelming argument against it. The Socialists have made Parliamentary Government a pure farce. They have practically killed it. If they come in again, they will kill it. If we have no Parliament, we cease to be a democracy, and any voting we do after February 23 will be on the lines of " free elections " in Bulgaria.

Prayers for Electors.—In his diocesan notes, the Primate truly wrote that this election is much more than a domestic event. This nation has an immense responsibility to the world for its contribution in overcoming the confusions and dreadful possibilities which beset it. And these words of truth seem to confirm my argument that we should vote for a *Parliament* again. So, in this grave hour, the Archbishops have devised a form of prayer for the elections and all concerned in it. I am not sure if this is a new departure or whether it has precedents. The prayers are directed towards spiritual rather than concrete aims. That the concrete problems are urgent, puzzling and contradictory is not denied ; the Archbishops would subordinate their importance to that of a temper or spirit in the public which can create (or at least contribute to) wise solutions—a " right judgment in all things." " In all the heat of the election," this form of prayers may seem to be a " long shot," a last-minute effort, a 100-to-1 chance. Forever the tub-thumpers and the hecklers may make good resolutions, and for ever bitterness will break out and hard words and sharp exchanges follow and acerbate. But . . . " more things are wrought by prayer than this world dreams of "—and if this is not an appropriate intervention by the Church into politics, no other form of intervention can be so described. It covers the period of the election, and after. Therefore, if it succeed, whatever be the result of the election, we may perhaps hope for the return of a *Parliament*, the *sine qua non* if this *nation* is to exercise its immense responsibility to civilisation.

The Liberal Case.—Mr. Byers put the Liberal case before the electors and, in duty bound, I listened to it. He was historically accurate. Very few serious students of history—apparently there are none in the ranks of Conservative or Labour propagandists—can deny that it was the Liberal Government of 1906, presided over first by Campbell-Bannerman and then by Asquith, which laid the foundations of the Welfare State and sharply ended a chapter in our political and social history which had lasted for centuries. Before the end of King Edward's reign, the new chapter had quite obviously got into its stride. That truth is incontestible. It remains only to assess the extent of the influence and promptings of the new Parliamentary Labour Party (thirty members) in those sweeping Socialist reforms of the Liberals in 1906 and onwards to the war of 1914. All that is true. But I lost interest in Mr. Byers' discourse when he sketched his policy. It was really too much of a sketch. One point more. It may be that the Conservative cause suffers from the voter's belief that he already knows the names of all the men who will fill the Cabinet posts, if the Tories win. Myself, I hope that Tory Cabinet making may bring some surprises. It is not so with the Liberals. Their case would stand out rather stronger if Mr. Byers had supplied the names of his twenty key Liberal office-holders—if he *had* divulged his shadow Cabinet.

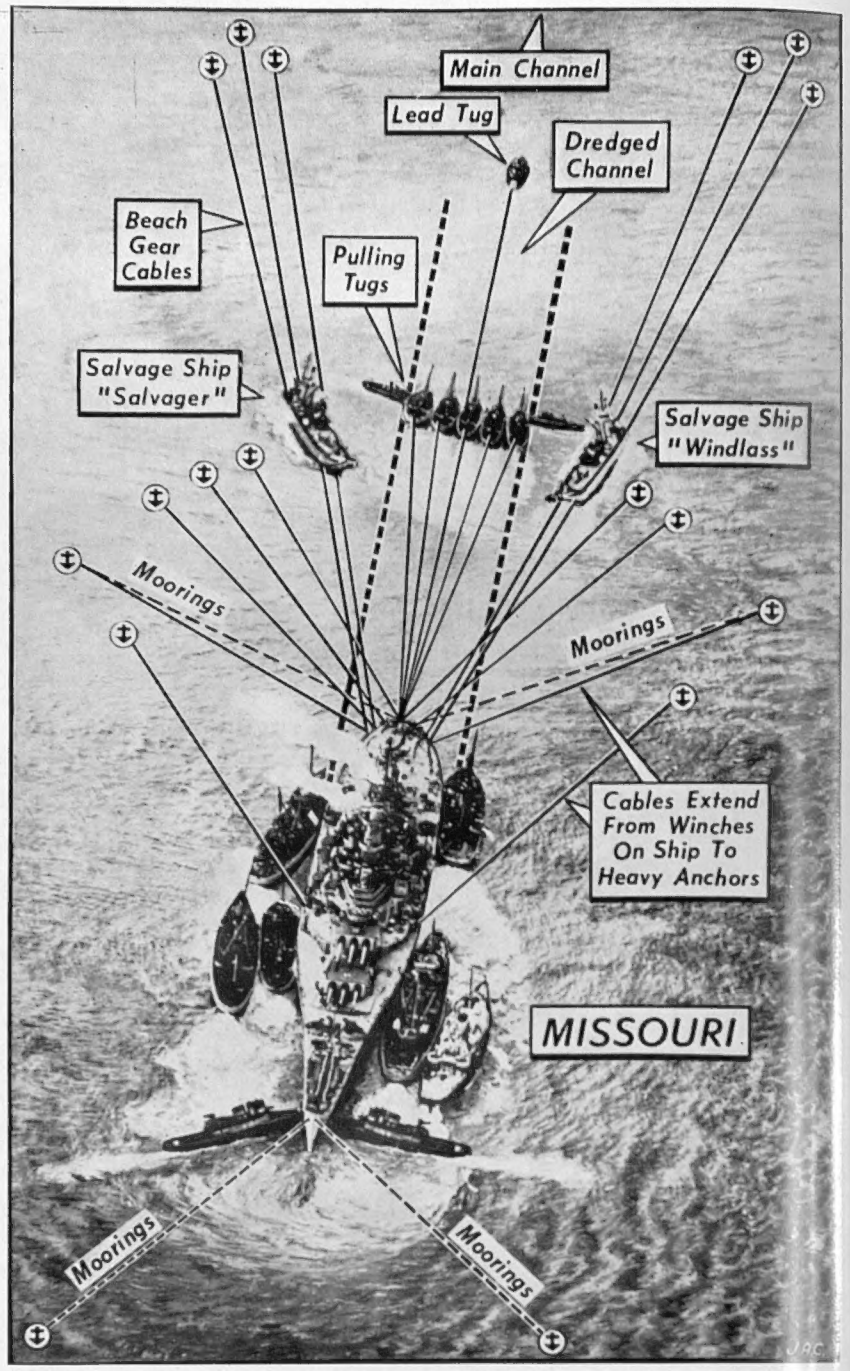
University Seats—" vale atque ave "?—In terms of dignified sorrow, the members for Oxford University, Sir A. Herbert and Sir A. Salter, took leave in *The Times* of their constituents—the graduates whom they have represented in Parliament for more than thirteen years. They made a special reference—not to his credit—to their principal constituent, " Attlee of Univ.", who " assented to the stupid and spiteful act " of liquidation in breach of an honourable undertaking made at the Speaker's all-party conference of 1944, Attlee of Univ. being deputy Prime Minister at that time. It was then unanimously agreed that University representation should be retained. Why did Mr. Attlee go back on his word ? I am reminded of a sentence in the Memoirs of Princess Henry of Pless (a tragic but invaluable document for social historians) : " It is the besetting sin of democracy that ' it needs must *hate* the highest when it sees it ' ; and that will be the cause of its ultimate failure as a ruling force." Mr. Attlee, I make no doubt, was carried away by the arguments of his left-wing demagogues and forgot the pledges made by a deputy Prime Minister and the loyalty due from a M.A. (Univ.). The Tories are pledged to restore University representation if they are given the chance. The Liberals have not yet made any such promise. The Socialists make a great deal of what they have done for public education and of the importance which they attach to higher education ; and Oxford is doing its best to respond to those aspirations by widening the opportunities it can offer. Its elections were models of what elections ought to be, and they have been liquidated. Is it *vale* or *ave* ? In less than a fortnight from now we shall be given the answer.

Making it Snappy.—It is not a generation of time but a cold snap which brings out clearly and nakedly the difference between youth and eld in outlook and practice. In the dog days, a man of sixty may still compete in zest and initiative with his schoolboy son. On a warm November day he may still teach the young idea how to shoot and give the boys a lead over the fences. But when the cold snap comes, when the wind stays in the east and the thermometer in the " early thirties," then indeed the division is sharp and the gulf unbridgable. Perhaps it was not ever so. Perhaps when age could creep back to centrally-heated homes and *relax*, there was energy to spare for outdoor excursions and perhaps the mind still worked indoors. It is not so nowadays. The old and the young are worlds apart in a 1950 cold snap. I regard as creatures from another planet those Eton boys whom I observe strolling over Windsor Bridge—the coldest spot on earth—without overcoats, or those hundreds of whom I read, who take their cars after work and in darkness to drive to suburban ponds for skating, and chance an all-night freeze-up by the road-side. Between those Martians and me, there is a great gulf fixed, and paradoxically only time can bridge it. Oh Lord, how long ? Two months . . . three months before feet, fingers and brain at length unfreeze and elderly men may once more be as young as they feel and not as old as they are ?

Heigh-ho !—The wind and the rain. When you live a hermit's life on the top of a hill, six miles from the nearest market town, which infliction of nature do you hate most, snow, ice, wind or rain ? I put the order of these plagues—when they are severe and continuous—as snow, wind, rain, ice. We in the South have so far been spared the snow. When we have snow, we may not even get the post or the papers. When we have gales, we are depressed by the shower of falling tiles (loosened by German bombs ten years ago), by stripped thatch, by levelled wire fences and standard rose-trees, overturned trees and broken boughs. Endless rain means landslides, choked gutters and basins catching water from bedroom ceilings. After these inflictions mere ice (without snow) is almost a pleasure. It may be accompanied by blue sky and sunshine by day, and there is only the discomfort of chilly rooms by night in houses from which central heating has long since been banished—perforce. After ten years of it, one gets used to mere " healthy " cold. But count your blessings. We had gales up to 80 m.p.h. in gusts for several days. We had 3½ ins. of rain in the first three days of February. But what of those who live in flats on the dock-side in West Bay, Bridport ? What was life like *there* during the first days of February ?

Publicans' Plight.—" Nothing less than a 4d. reduction in tax on a pint of beer can save the publicans from ruin and the working man from despair." These are grave words. The public drank 72,000,000 gallons of beer less than in 1948. They can't afford the nasty, watery stuff, and Sir Stafford will lose £20,000,000 of his expected revenue. Licensing Sessions are now in the Petty Sessional divisions, and blue will be the faces of the crowd of usually rubicund publicans in the Court House. The Justices will hear (without surprise) the now customary police report : " No case of drunkenness came before your worships," and they will let fall the now usual dewdrop upon " all concerned." Oddly enough, they will have to hear a larger than ever number of applications for *wine* licences. This would be understandable if it were a question of making up on the swings what is lost on the roundabouts. But see what the Trade says about wines : " Claret was once a popular drink, and you could get a good glass for 4d. To-day you never even get asked for it." It appears that we have cured drunkenness at the price of the working-man's peace of mind—at the price of despair—and the Chancellor of the Exchequer himself is losing money on the deal. What's to be done about it ? Who ever let the brewers down ?

THE OLD STAGER



HOW THE " MIGHTY MO " WAS FREED—THE UNITED STATES BATTLESHIP ON THE THIMBLE SHOALS, HAMPTON ROADS, OFF THE COAST OF VIRGINIA, BEFORE HER RELEASE THROUGH THE UNITED EFFORTS OF TWENTY-ONE TUGS, TWO SALVAGE SHIPS AND HER OWN WINCHES : The 45,000-ton battleship had been aground for fifteen days. Aided by a stiff breeze from the north-east, the tugs eventually succeeded on the morning of February 1. Men aboard stated that there was a loud noise " as if someone had thrown a huge stone inside the vessel " as she was at last pulled through from the suction grip which had held her imprisoned. After the tugs had hauled her some distance from the shoals, they had a second battle to prevent her being swung back by the rising tide. They succeeded and *Missouri* then went on her way, with her flag flying again, and arrived 5½ hours later at the Norfolk Shipyard at Portsmouth for dry docking and inspection. Examination of her hull began at once. Salvage experts believe that she has suffered little damage. As the battleship rolled off the sand-bar the ship's band struck up " Anchors Away," and followed it with the " Missouri Waltz." This success after five failures came on the day when Admiral W. H. P. Blandy retired as Commander of the Atlantic Fleet. He received the news in the following signal from Rear-Admiral Allen E. Smith, the Salvage Chief who had been directing the effort from the crow's nest 150 ft. above the water-line : " *Missouri* reports for duty." It is stated that Captain William D. Brown, who was on his first cruise in command of *Missouri* when she grounded, is to face a court of inquiry. His ship is the only United States battleship in commission

THE PRE-ELECTION SERVICE IN ST. PAUL'S

Party Leaders and their Rank and File Attend a Special Service in the Cathedral

PARTY LEADERS ATTEND THE PRE-ELECTION SERVICE IN ST. PAUL'S CATHEDRAL : From right to left in the front row are [illegible] Clement Davies, Mrs. Winston Churchill, Mr. Churchill, Mrs. Attlee, Mr. Attlee, Mr. Herbert Morrison, [illegible] Chuter Ede, Mr. Hector McNeil and Mr. Philip Noel-Baker. Two rows back sits Sir Stafford Cripps with [illegible]y Cripps on his right hand, and, just visible between their heads and in the row behind them is Mr. Morgan [illegible]lips. The leaders of the three main political parties with many of their rank and file attended the "service of prayer [illegible] dedication before the General Election." The Archbishop of Canterbury, Dr. Fisher, said, in his address, that it was [illegible]otable thing that as a prelude to the election the leaders of the political parties in London and so great a number of [illegible]ens should go to St. Paul's, filling it from end to end. It was a most fitting act of humility before God. Such humility [illegible] the beginning of all wisdom and all truth. It was the proper business of politicians in a General Election to urge their [illegible]ws upon the people with confidence, vigour, even with passion, out of the sincerity of their own honest thinking and [illegible]victions, and yet never to forget that God was greater than us all in truth, righteousness, purpose and love. "Those who [illegible] election, seek power," he went on, "and those who seek power now, seek a terrifying load of responsibility for the [illegible]intenance of this great nation in prosperity, freedom and godliness, and for its contribution to the world's health and peace"

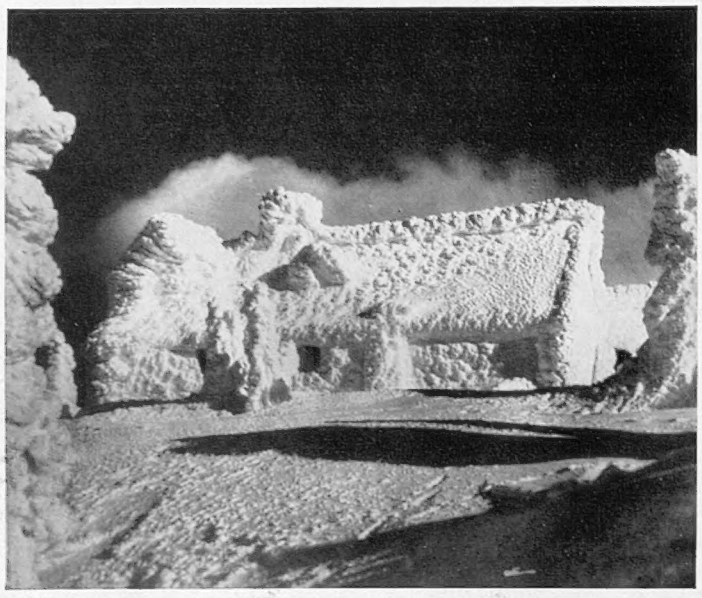
LEAVING ST. PAUL'S AFTER THE SERVICE : Gathered on the steps are Mr. Clement Davies, Lord Woolton, the Marquess of Salisbury, Mr. Anthony Eden, Lady Cripps and Sir Stafford Cripps. The Cathedral was filled for the service and a large crowd gathered outside to cheer the party leaders as they came down the steps to their cars

THE PRIME MINISTER AND MRS. ATTLEE ARRIVE : They were greeted at the West Door by the Dean, Dr. Matthews, and Chapter

MR. AND MRS. CHURCHILL LEAVE AFTER THE SERVICE : With the other party leaders they attended the special service at St. Paul's

WINTRY WEATHER

REPORTING THE WEATHER IN AMERICA, ENGLAND AND ITALY



SNOWSTORMS AND LANDSLIDES IN WASHINGTON AND OHIO: The Christmas-card house is Vista House, a lodge at the top of Mount Spokane. A windstorm drove the snow on to the house to give it a 3-ft. thick coating. Ski-ing enthusiasts are living in the lodge, but their fire has had little effect on the snow-covered walls. *On the right*, the great boulders of rock cover 200 ft. of Skyline Drive on State Highway 7, Marietta, Ohio. Tons of rock slid over the road, which had been cut through solid rock only a few years ago. Highway engineers said that they would have the road clear in two to three days

HUNGRY ELK SEEK FOOD AT A STATE GAME FARM IN THE CASCADE MOUNTAINS REGION OF WASHINGTON: Many elk have been stranded and starved during what has been one of the most severe winters in the area since the turn of the century. In the above picture a herd has come down to a farm in search of hay

THE RIVER MEDWAY OVERFLOWS: After severe gales and rainstorms the river rose 8 ins. in a few hours and overflowed its banks causing a 50-yard breach. In the above picture the area round Yalding, in Kent, is seen under the floods. Serious inland flooding also occurred in the Rother Valley, in Yorkshire, and round Rye, in Sussex

MORE DAMAGE TO SANDGATE CASTLE: The sixteenth-century fortress, which had been damaged by high seas last year, suffered again in last week's storms. The bastion collapsed on to the beach, leaving the keep and the rest of the building open to the sea. The main London-Folkestone road along the Sandgate Esplanade had to be closed because rocks and pebbles had been flung over the sea-wall, and all traffic was diverted through Shorncliffe camp

SNOW-COVERED GONDOLAS IN VENICE: Over 15 ins. of snow fell to herald winter in the city of canals. The above picture shows gondolas at their private docks on an inlet of the San Severo

A SEA ORNET LANDING ON THE DECK OF H.M.S. "IMPLACABLE" DURING THE SPRING CRUISE OF THE HOME FLEET: T twin-engined fighter making a perfect touch-down in boisterous conditions as the Fleet headed south past U nt for the Bay of Biscay and Gibraltar. Admiral Sir Philip Vian, the Commander-in-Chief of the Home Fleet, is flying his flag in *Implacable*, a vessel of 23,000 tons

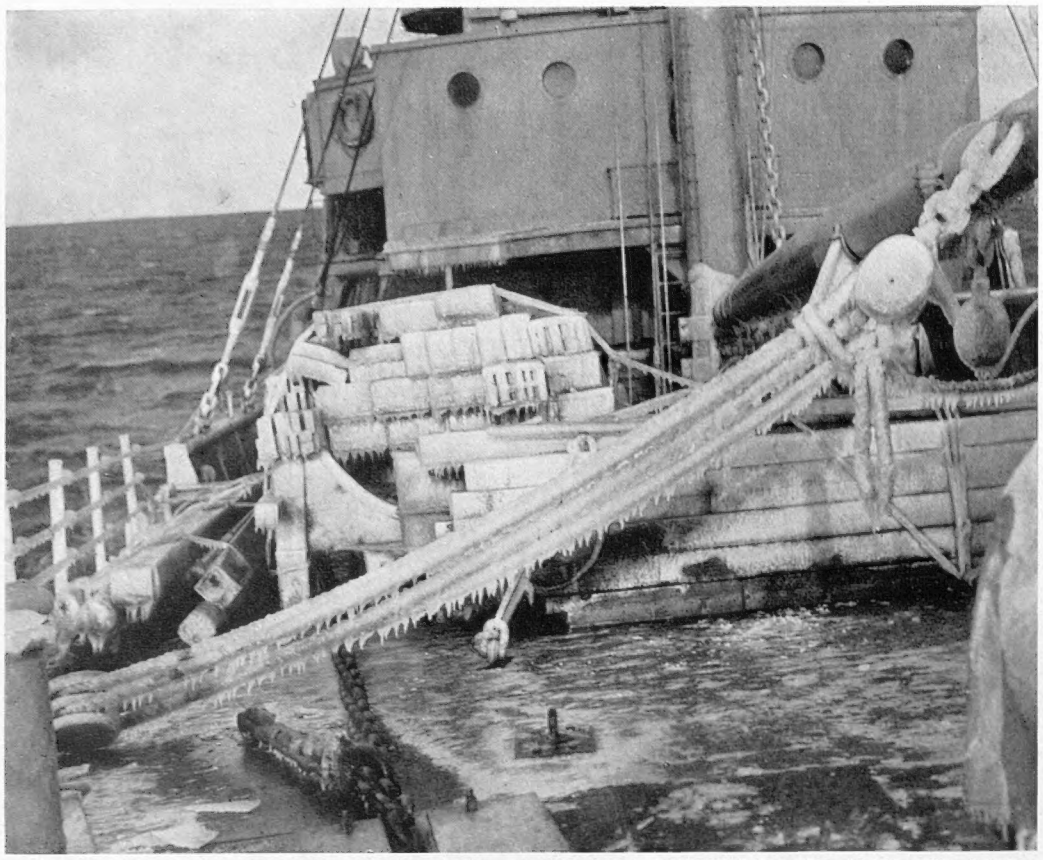
THE HOME FLEET MEETS HEAVY SEAS

En Route from Weymouth Bay for the Spring Cruise in the Mediterranean

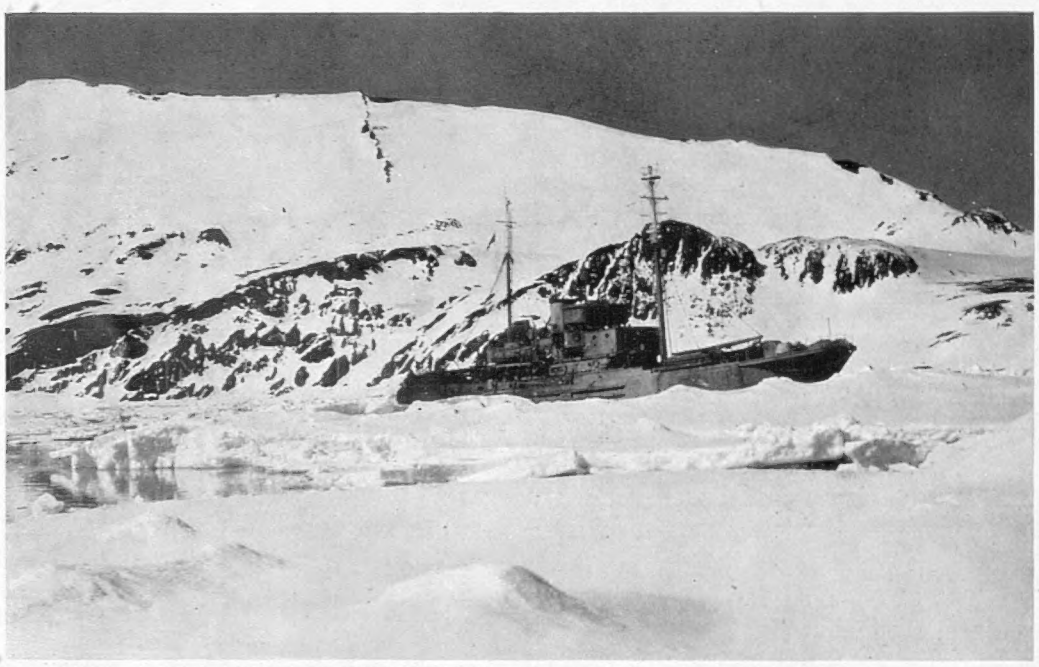
The omary Spring Cruise to Gibraltar and the Western M terranean started with the customary spell of bad weathe After crossing the Bay of Biscay the Fleet put in at Gibr r, and later on, after a visit to Sardinian waters, it will link up with the Mediterranean Fleet for combined exercises. During the cruise some of the ships will go on special missions. The cruiser *Superb* and one destroyer will visit Madeira, while two destroyers will show the flag at Setubal, Portugal.

THE DESTROYER "CADIZ" SETS UP A MIGHTY BOW WAVE AS SHE HEADS SOUTH THROUGH SQUALLY WEATHER: *Cadiz* is one of the units of the modern Battle class which is well represented in the Home Fleet. Altogether there are three destroyer flotillas in the Fleet. *Cadiz* was begun in 1943 and not completed before 1946

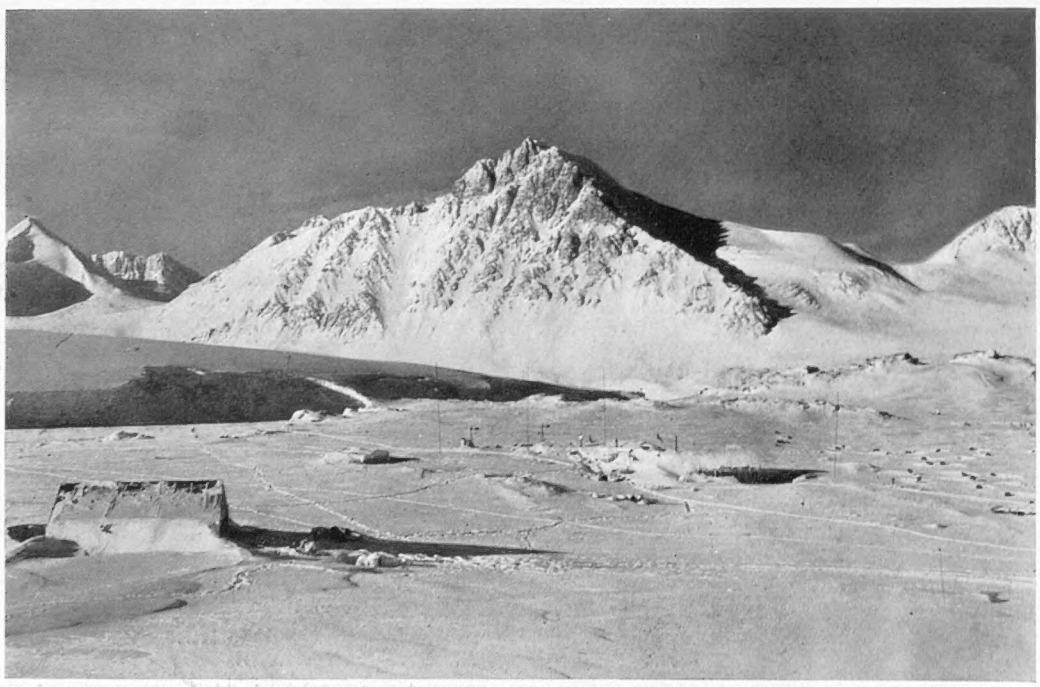
A SEA HORNET, WITH WINGS FOLDED, READY FOR STOWAGE IN H.M.S. "IMPLACABLE": This type of fighter, the first twin-engined plane in the Navy, already has a wonderful record of service. Not one machine was damaged during the first 1,000 deck landings made by Sea Hornets



THE "JOHN BISCOE" DEFIES THE ANTARCTIC ICE AS SHE SAILS SOUTHWARD, HER SPARS AND ROPES, HER DECK CARGO OF STORES DEEPLY ENCRUSTED : The *John Biscoe*, the former H.M.S. *Pretext*, a naval net-layer which served with the Home Fleet during the war, was acquired in 1947 by the Falkland Islands Dependencies Survey. She is of about 1,200 tons, wooden-hulled and especially suitable for work in ice. In January 1948 the *John Biscoe* took out a relief party of twenty-five men to the British bases in Graham Land and Antarctica. In January 1949 she went out again, and now she is once more engaged in the relief, and will bring home scientists, some of whom have spent two and three years on isolated Stonington Island



THE "JOHN BISCOE" ICED UP IN ADMIRALTY BAY : This picture calls to mind her plight during the relief in 1949 when she eventually beat the pack-ice, although at one period it seemed that she might be marooned



THEY CALL IT THE HELL-HOLE OF THE ANTARCTIC : The British base on Stonington Island, Marguerite Bay, which the *John Biscoe* failed to relieve in 1949 owing to the weight of the pack-ice. On January 31, 1950, it became known that a Norseman amphibious aircraft, operating in conjunction with the *John Biscoe*, had flown from the Argentine Islands, where the *John Biscoe* has been based, and had rescued two of the marooned scientists

THE "JOHN BISCOE" TO THE RESCUE

Going to the Relief of the Antarctic Bases

The Falkland Islands Dependencies Survey had its origin in December [illegible] when a party under the command of Lieut.-Commander J. W. S. [illegible] R.N.V.R. (Scout Marr of Shackleton's 1922 Expedition) left this country [illegible] Dependencies. Bases were established in February 1944 at Port Lockroy, [illegible] the Palmer Archipelago off Graham Land, and at Deception Island in the [illegible] Shetlands. Since then other bases have been established, notably at Hope [illegible] on the tip of Graham Land Peninsula, in the Argentine Islands, and at Stonington Island in Marguerite Bay. Since the establishment of the survey vast gaps in [illegible] knowledge of Antarctica have already been filled, but the task of manning the [illegible] has been long and arduous, and the *John Biscoe*, in making the annual [illegible] voyages, has been confronted with an immense task. Her adventures since [illegible] already belong to the legends of the Antarctic. At the time of writing the *John Biscoe* is in the Argentine Islands engaged on the 1950 relief, a Norseman amphibian plane providing a shuttle service across the pack-ice from the Argentine Islands to Stonington. Even with the help of a plane the relief is no easy task, as the ice has closely ringed both Stonington and the Argentine Islands. The relief has been a matter of special importance this year, as five of the scientists have been at Stonington for three years and six have been there for two years. The men to be relieved are a wireless operator and a meteorologist.

E "JOHN BISCOE" AT THE ARGENTINE ISLANDS : Here the relief ship of the Falkland Islands Dependencies Survey has been taking up station during the attempt to relieve the Stonington Island Base in Marguerite Bay, 200 miles to the south. At the end of January Mr. Peter Borden St. Louis, a Canadian pilot, flying a Norseman amphibious aircraft, took off from a stretch of open water round the Argentine Islands and landed in a fjord 8 or 10 miles from Stonington. Later in the day the Norseman made the return flight, bringing back Mr. T. M. Randall, the wireless operator at Stonington, and Mr. B. Stonehouse, meteorologist. They had first priority for rescue. Though now fit they had been ill for periods during the year

THE METEOROLOGICAL POST AT HOPE BAY, SCENE OF A TRAGEDY AT THE END OF 1948 : *Left*—The Hope Bay camp as it appeared in January 1949 at the time of the relief by the *John Biscoe*, when the scientists were living in tents owing to the destruction of their hut in a disastrous fire which cost the lives of two men. *Right*—The crosses erected above the graves of the two dead scientists. Hope Bay was relieved in 1949 at the seventh attempt

STORES ARE HAULED ASHORE AT THE BASE IN THE ARGENTINE ISLANDS WHILE A HUSKY LOOKS ON : The Falkland Islands Dependencies Survey maintains one of its meteorological stations in the Argentine Islands. The base is more easily approached than Stonington

BRITONS HAVE BEEN MAKING GAMBLING LAWS SINCE 1477

And To-day They Form the Craziest of Patchworks

By FERDINAND TUOHY

THERE 'S conflict of opinion as to whether Britain is gambling more, or less. By official estimates, wagers of all kinds have dropped to an aggregate of some £600,000,000 in the year. According to other observers, well qualified but unofficial, betting taxes are simply causing more people to bet with the off-the-course bookmakers, who are beyond computing either in number or activities.

In unofficial quarters it is held that the fact of money being much tighter has not decreased betting to any pronounced extent, but is making people draw on savings, and the growth of television is expected to increase wagering—especially by housewives confined to long hours in the home, who have already been attracted by B.B.C. racing bulletins.

In the meantime, and pending the findings of Mr. Willink's Royal Commission, such headlines as the following get into the foreign Press: "FEWER BRITONS IN SHIPYARDS THAN FOOTBALL GAMBLING JOBS." I don't know how many work in the shipyards, but read somewhere that they have been building more than half of the world's ships, even if they are unlikely to continue doing so.

Lots of people affect not to mind what foreigners think, which seems to be a nitwitted attitude to adopt at all times, but particularly now, when national reputations are being re-assessed. Even those born to be arrogant see it doesn't tally any longer with Britain's altered condition in the world. Foreigner or no foreigner, the general betting picture in Britain just doesn't become an adult nation.

More, a good case could be made out that the crazy maze of Britain's betting laws which have descended intermittently since Bluff King Hal, has contributed to retard and handicap this country's recovery. The pools and shipyards are an instance. One would have thought that the election manifestos of a nation up against it might have touched on the subject.

The only apposite reference I can trace is a statement by a secretary that Mr. Churchill was "extremely interested" in the project for a State Lottery, and that was a year ago. It is just possible that one or two of his "young men"—now middle-aged—are keen on the idea, but there's the C. of E. There are also the Liberal Nonconformists and the Socialist chapel-goers. Rolled into one, they make an apt cue to return to a Sire closely identified with Churches.

Britons have been making laws about gambling since 1477. In that year Henry VIII prohibited the playing of "certain games" for money except on Christmas Day, in order to promote archery and military excercises. Lotteries were legalised in 1566 by an Act of Parliament, and one of the first lotteries was to finance an English plantation in the Colony of Virginia. So, when listening to *The Virginians* we hear Mr. Warrington more than ready to gamble with home-bred bloods bursting to bet on any blessed or unblessed thing, Thackeray was being a good reporter.

Long before the eighteenth century, Britain started Tishying over betting—like the celebrated racehorse that used to trip over its forelegs. Note that the Betting Acts of to-day say nothing about people placing bets in streets, parks, gardens, or public squares. And for why? Simply because they do not need to, for the point is already covered by a law against vagrants passed at the end of the seventeenth century against betting in any road or public place.

And now a surprise. If it wasn't the Merry Monarch himself who put the first serious spoke in English betting by ruling that bets on games, pastimes and racing were void! Ah, but Charles had a viewpoint that will appeal to some to this day. He held that bets on sporting events were sheer hazard, whereas bets on other matters were assumed to involve a degree of skill and deduction.

We can imagine wagers being laid in the corridors of Whitehall that yon wench Betsy will *have* to marry by such-and-such dates.

Betting ran wild under the Regency. Nothing seems to have been done about it. It was hereabouts that Englishmen earned their reputations as hard-bitten and reckless gamblers. It was too good—or bad—to last. It didn't. Came the Early Victorians.

It was now that Tishying as we know it started in earnest. In 1845 an Act was passed which abolished the Restoration distinction between bets of sheer hazard . . . and Betsy bets. Now all bets were declared void and, not only that, but all securities given in respect of bets (promissory notes, etc.) were void as well. And in 1853 there was a follow-up with the first tackling of bookmakers. The Act of that year, extended in 1906, declares that no one may keep any "house, room or other place . . . for . . . betting *with persons resorting thereto* or . . . for receiving money or any valuable thing from *such* persons. Mark that nothing is said about places kept for betting with people who do not actually resort to them. Hence are you perfectly in order when you bet by post, wire or telephone (maybe wireless, too). Hence, also, your inability to go to a bookmaker's office to pay him money for your bet. Though, of course, you may send him a cheque!

The salient fact in all the muddle is that there 's no law against betting, but a sustained and tortuous, hypocritical attitude of not caring to look upon it, or as little as possible. For hundreds of years the Courts have enforced payment of bets, but how they 've loved hedging them in at the same time with "mayn'ts" and "mustn'ts"! If you lend a friend money to pay a bet you can get it back. But if you pay it for him direct you cannot. You mustn't lay a bet with a bookie in the street, but you may do so on a racecourse.

For a long time the Courts were tied in knots over the last matter. What constituted a "place" within the meaning of that 1853 Act? Was any racecourse pitch a place in that sense? Latterly, when faced by "popular" new gambling forms, Parliament enacted that specific areas on recognised horse and dog tracks are not "places" covered by the betting Acts. More Tishying! Over there you may bet. Here, in this corner, you may not.

And when not Tishying, glossing over. Some lovely glossing has been done in respect of bets in private places. These are perfectly legal. But the law lays down that they are void if they were not made in places kept specially and legally for betting. To bet in private is not to do wrong. It just hasn't happened.

So now let us roll out the statistics and see what it all shakes down to.

Pool gambling accounted for £69,000,000 in 1948. Just under 10,000,000, or just under 30 per cent. of the total population aged twenty-one and over, took part in them, They were divided into 6,950,000 males and 2,880,000 females.

Item: The French Government has refused to permit football pools on the ground that they would have "a bad influence on youth." This from the country of *faites vos jeux* shows a faint return to grace in spite of the Continental Sunday, does it not?

The dogs accounted for £210,000,000, but this is deemed a misleading aggregate. Not only has the number increased of regular visitors to the seventy-seven tracks, but since the imposition of the 10 per cent. tax, money has been diverted from the tote to the bookie. This is thought to have lost the bulk of £32,000,000 to the Exchequer last year.

Horse racing accounted overtly for £350,000,000, but this also is an under-estimate, since tote receipts—a sure indicator—went up by £5,000,000 to £26,000,000, yet the £350,000,000 is a decline of £50,000,000 on the previous year.

Finally, other gambling (including fun fairs) took £21,000,000.

One in every three Britons bet £35 a year on football, dogs and horses. But Britons must stick to the trio if they are to gamble legally. For I forgot to mention that in 1739 an Act outlawed all gambling with cards, roulette, dice and other games. Naturally those Regency bucks were in the forefront of law observance when their generation came along . . . about as much as partners at the church hall whist drive to which I donated 10s. last week.

A week or so previously a Cheshire priest was fined £10 for promoting school football pools held to be lotteries. *Oh la la! Que c'est bizarre!*

Yes, maybe it is bizarre for an adult country to continue with laws towards which—according to the Police Federation—the attitude of the public as a whole is one of "undisguised contempt." I quite believe that an 8-to-1 pro-lottery vote garnered by the *Daily Express* some while back gave a fair cross-section of the country's opinion.

Taking a bird's-eye sweep of Europe, it looks as if we are almost the only ones left who shy at a State Lottery. Can they all be so ungodly—Swiss and Swedes, Danes and Belgians? You see, it isn't any use looking down the nose at "the Latins" who fairly revel in lotteries—the revelling extends to Malta and Gibraltar.

The fact of the matter is that most peoples have decided that where gambling is legalised, and all the more when the State levies a tax on it, there is nothing in morals or economics to stigmatise the national lottery, and much to recommend it—in both. Anyone who has studied these lotteries abroad knows what chunks are paid out each week or less, like clockwork, to deserving causes.

The Russians are the latest to succumb. They call it a "Rehabilitation" lottery loan of £900,000,000 (official exchange) "to strengthen still further the military and economic might of the Soviet State." (Aren't we near where we started from—Bluff King Hal and his gaming to promote military exercises and archery?) Soviet prizes range from £450 to £4 10s.; the loan is for twenty years, during which every third bond will win a prize; in 1968 the remainder will be paid off at face value.

And to think there 's a scheme all cut and dried and passed by famous bankers, for a 2,000-million-pound British world lottery, of which £950,000,000 would go for stated rehabilitation here (I 'd say £100,000,000 for old people instead of the £45,000,000 suggested). Expenses, £50,000,000; prize money, £1,000,000,000. Most of the world would quicken to it. They 'd much prefer this way of paying back a war debt (1940) than having to respond to stamp appeals for food parcels. Those who didn't like the operating country would trust it.

Objections? Oh yes. Someone at the Treasury opined that other countries might follow suit, making the whole thing fantastic. Did you ever! Church organisations say "the gambling spirit debilitates the will to work." What price the £600,000,000 a year now being gambled? Certain economists aver that lotteries would make inroads on savings. The daft existing betting laws are doing that. Experience shows that lotteries canalise, stabilise gambling for the citizen.

GIULIANO STILL REMAINS AT LARGE, BUT ONE MORE SICILIAN BANDIT IS BROUGHT TO BOOK: Salvatore Bruscato, long sought by the Sicilian police, undergoing questioning after his arrest at Mezzovuso, Palermo. His statement did not reveal the whereabouts of Giuliano, so the hunt for one of the most notorious bandits of modern times still goes on

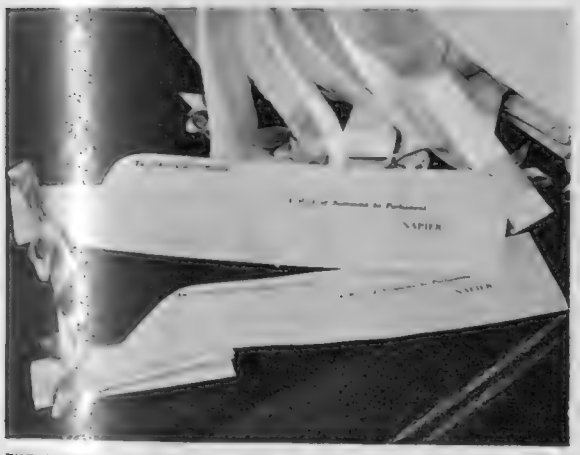
THE OLD PARLIAMENT GOES

And the New Parliament is Brought into Being—The Machinery of a General Election

It is not sufficient that the Press shall tell us when Parliament is dissolved and when nomination day and polling day shall take place in a new election. The whole business has to be gone through officially and in accord with age-old tradition. Needless to say, there is machinery to achieve this simply and surely. The Clerk of the Chamber at the Houses of Parliament sends out the Proclamation of Dissolution, and the Clerk of the Crown in Chancery issues the writs to every constituency in the country, making the King's commands known to the Returning Officer. From that point on the various constituencies deal with the matter. Nomination day is February 13, when the names of candidates are duly received. After nomination the prospective candidate becomes the candidate, and responsibility for his or her actions resides in the election agent. Seemingly this summoning of a new Parliament is a long-winded process, but wrapped up in all the legal formalities are a host of constitutional safeguards

THE WRITS GO OUT—Senior officials of the Office of the Clerk of the Crown in Chancery (also Permanent Secretary to the Lord Chancellor) engaged in checking and issuing the writs which are issued with the King's signature to every constituency in the country, commanding each Returning Officer to hold an election. As any mistake in the preparation or issuing of the writs would be irremediable, senior officials are called upon to do the job

THE ROYAL PROCLAMATIONS : These are sent out by the Clerk of the Chamber of the Houses of Parliament. They officially dissolve the old Parliament and call a new Parliament into being. The proclamations, 2,000 copies in all, bearing the King's Great Seal, are displayed on public buildings throughout the country



THE WRITS OF SUMMONS TO PARLIAMENT : These two are addressed to Claud Lord Schuster and Henry John Fanshawe Lord Badeley, and summon the peers to the new Parliament. In due course the Writs of Summons are collected by each peer in person. Each writ is neatly tied with a ribbon

HE CARRIES OUT THE KING'S COMMAND : Sir Albert Napier, K.C.B., Clerk of the Crown in Chancery and Permanent Secretary to the Lord Chancellor, who proclaims the dissolution of one Parliament and the calling of another, issuing all the writs

SUMMONING THE MEN WHO GO BACK TO WESTMINSTER WHATEVER THE ELECTION RESULTS—THE CALLING TOGETHER OF THE MEMBERS OF THE NEW HOUSE OF LORDS : *Left*—Preparing the Peers' writs, which will in due course be collected by each peer in question. *Right*—Impressing the Wafer Great Seal of England on Peers' Writs of Summons. There are 842 peers, excluding those who appeared in the New Year Honours List, and there is a separate document for each

THE OLYMPIC POOL AT AUCKLAND WITH STAND ACCOMMODATION FOR 5,000 PEOPLE: The pool has been enlarged for the British Empire Games which have been taking place throughout the present week, ending to-day. The pool lies in the heart of Auckland, making an ideal resort for business people. One of its features is a submarine lighting system. The water is artificially warmed during the New Zealand winter, but this is hardly necessary at this time of year

AUCKLAND STAGES THE EMPIRE GAMES

Where the Contests of the Past Week have Been in Progress

AT THE EMPIRE GAMES CAMP-OUT AT ARDMORE: This is the entertainments building where athletes taking part in the British Empire Games have attended special programmes this week. The theatre's auditorium is on the left, the music-room is on the right and in the centre is the high-ceilinged stage

LAKE KARAPIRO, WHERE THE ROWING EVENTS HAVE BEEN HELD: This is a man-made lake of recent origin formed by the Karapiro hydro-electric dam built on the Waikato River

THE CAMP AT ARDMORE, 25 MILES SOUTH OF AUCKLAND: Here in rural surroundings the athletes have lived in ideal conditions without risk of losing their form, which they might do in a city

WHERE IMPORTANT FIELD AND TRACK EVENTS HAVE BEEN DECIDED THIS WEEK: *Left*—An aerial view of Eden Park in the suburbs of Auckland. Here the leading sprint- and medium-distance running events were decided. There is accommodation for 45,000 people at Eden Park. *Right*—Western Springs Stadium, scene of some of the cycling races. The longest cycling event, the 100-kilometre road race, took place on roads fringing Waitemata Harbour

There were facilities for more than 350,000 people to see events of the British Empire Games decided at Auckland, North Island of New Zealand, during the present week. Nine sports were contested by twelve countries at the festival, the fourth of its kind since the Games were inaugurated at Hamilton, Ontario, in the summer of 1930.

Track and field athletics at Eden Park, normally the headquarters of cricket and Rugby football, were held in four sessions, at each of which there was room for 45,000 spectators in grandstands, auxiliary stands and on concrete and grass terraces.

Western Springs Stadium, scene of the track cycling events and the formal closing ceremony on the night of February 11, has spectator accommodation for 25,000 on steep hillsides surrounding the natural amphitheatre.

New Zealand's Henley, Lake Karapiro, differs from the Thames and Melbourne's Yarra in the nature of the country round about and the body of water. Within the buoyed racing lane 20 eight-oared crews can compete in comfort and safety, and on the shores of the lake, formed in the building of a vast hydro-electric project, at least 25,000 spectators can be accommodated with ease.

One of the most modern swimming stadiums in the world, Newmarket's Olympic Pool, in the heart of Auckland, has seating for 5,000 and provides Olympic specifications in a pool of 55 yards' length.

Auckland's Town Hall, seating 2,662, has been used for the several sessions of boxing and wrestling, and in the concert chamber of the same building weight-lifting took place before 1,000 spectators. Two blocks away, in the main military barracks of the city, the thirty-six fencers competed for honours.

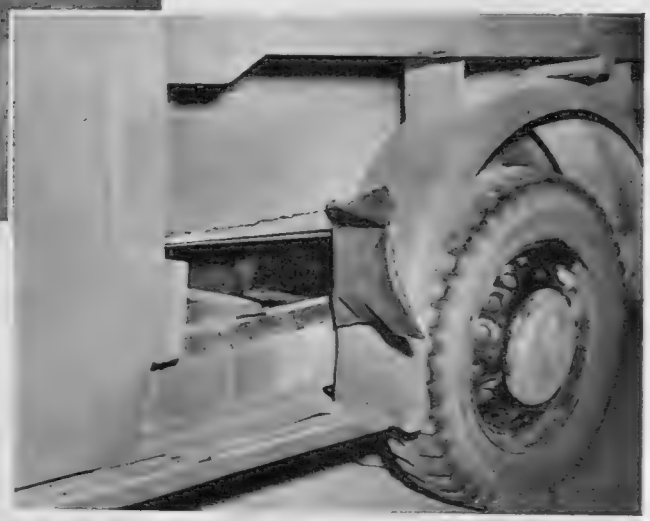
The 100-kilometre road cycling race was staged on a circuit facing Auckland's famed Waitemata Harbour. At the various vantage points at least 10,000 had maximum facilities for seeing the race.

COMBATING SMUGGLERS ON THE SIEGFRIED LINE

The German Border Police Institute an Effective Patrol

Smuggling is no new pastime on the German frontier, and in the early post-war years, with Belgium brimming over with foodstuffs and Germany facing numerous shortages, the incentive for the smuggler was obvious enough. Germany continues to be very short of coffee, and this is the contraband which the smugglers now carry. Some operate in trucks, their contraband hidden in secret places in the vehicles, but large numbers attempt to run the gauntlet of the police on foot, dodging in and out among the anti-tank defences of the Siegfried Line. The chief fear of the smugglers is that they will be tracked down by German police dogs. The dogs are fierce in the extreme. Once they have got their man they hold one of his hands in their jaws, gently enough at first. If he struggles, anything may happen. There is no second chance. The border police do not shoot unless it is absolutely necessary, and the smugglers carry nothing more lethal than knuckle-dusters. Even so, some hectic tussles take place.

WATCHING AND WAITING ON THE SIEGFRIED LINE: Members of a German border police patrol lying in wait for smugglers seeking to cross the Belgian-German border in the vicinity of Aachen. The police usually work in groups of three, each group having a patrol dog which carries out high-speed interception



A HIDE-OUT FOR SMUGGLING COFFEE: German police found this compartment neatly installed beneath a 3-ton truck which they apprehended when attempting to cross the border

A PATROL ON THE BORDER BETWEEN GERMANY AND BELGIUM: The German police have evidently seen a suspicious person near the Siegfried Line, and have driven up in their volkswagen to intercept him. The smugglers often use decoys, but they are finding that the police are alive to bluffing tactics

BROUGHT TO GROUND: A German border policeman and his dog with a coffee-smuggler whom they apprehended as he tried to steal across the Siegfried Line. The dog caught the smuggler after a brief hunt among the barbed wire

CAPTURED SMUGGLERS' TRUCKS PARKED OUTSIDE THE CUSTOMS OFFICE AT AACHEN: If the owner of the truck is in gaol, his vehicle is looked after by the police until he emerges. Some of the trucks no longer have owners, having been abandoned during the heat of a police chase on the borderland

THE SMUGGLER, HIS CONTRABAND, AND HIS CAPTORS WALK BACK TO THE POLICE POST: The dog, now under leash, keeps a wary eye on the smuggler and his big bag containing 30 lb. of coffee. The coffee would have fetched a big price in the industrial cities of the Rhineland

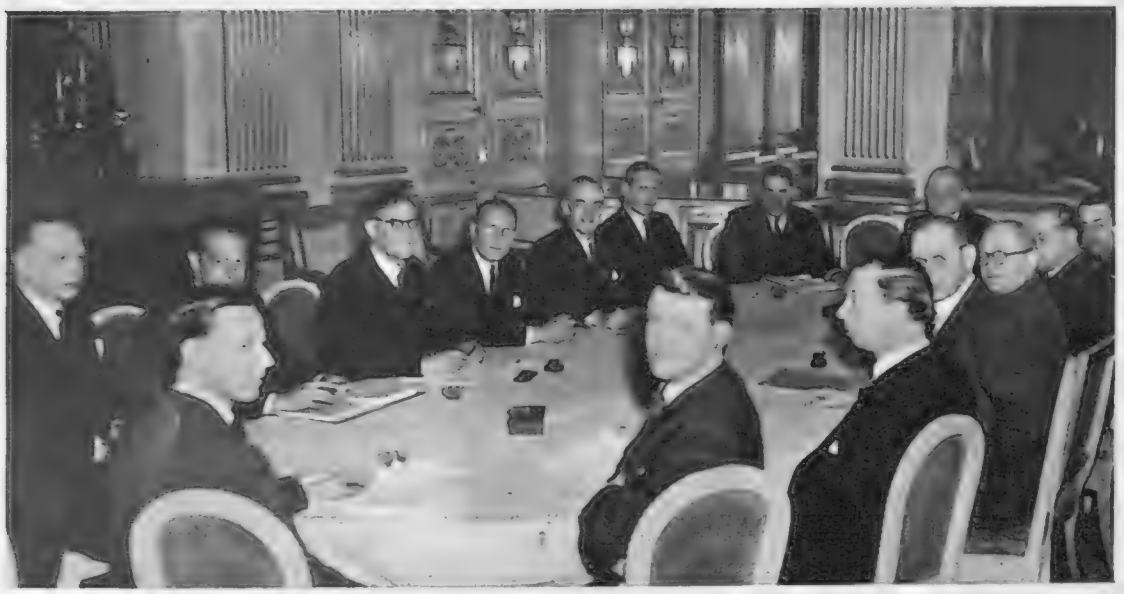
THE VILLAIN OF THE PIECE: Captain "Turk" Westerling, leader of the rebels in Java

CAPTAIN "TURK" WESTERLING'S PRIVATE ARMY, VARIOUSLY CALLED "THE ARMY OF THE HEAVENLY HOST" AND "THE ARMY OF THE QUEEN OF JUSTICE," DESCENDS ON THE CITY OF BANDOENG, WESTERN JAVA: *Left*—The rebels occupying an Indonesian army headquarters in Bandoeng. *Right*—Members of one of Westerling's infantry sections driving through the city. The private army, made up of groups of dissident Indonesians and also of deserters from the Dutch Army, held Bandoeng for a day, and, after this show of strength the 600 rebels retreated to the mountains to join the main body consisting of about 10,000 men. Captain Westerling, who has delivered this challenge to the United States of Indonesia within a month of the U.S.I. achieving independence of the Netherlands, was born in Turkey of a Dutch father and a Turkish mother. He was one of the Netherlands commanders during the recent Dutch war against the Indonesian nationalists. He was well known for his terroristic tactics, as witness in 1946 on Celebes when his troops massacred thousands of Indonesians. Westerling was discharged from the Dutch Army a year ago and went to live in the mountains of West Java—supposedly to engage in a trucking business. Last autumn, after the Netherlands had made peace with Indonesia, Westerling began to organise his renegades. Among his recruits were thousands of Indonesians who had been mercenaries in the Dutch Army

Foreign News in Pictures

THE RENEGADES OF JAVA

Pact-signing in Europe: Blockade-running on the Danube: Maryland's Anechoic Room



BRITAIN AND THE SCANDINAVIAN COUNTRIES (UNISCAN OR UKISCAN) REACH AN ECONOMIC AGREEMENT IN PARIS: Sir Stafford Cripps, Mr. Unden (third from left at rear of table), Mr. Rasmussen (third from left in foreground) and Mr. Lange (fifth from left in foreground) seen with their aides after signing the pact which has been described as a bold step towards closer co-operation between Great Britain, Norway, Sweden and Denmark. One of the main effects of the pact is that British tourists will be able to spend as much as they wish in Denmark, Norway and Sweden. Restrictions on the amount of cash spent by Danish and Swedish tourists in Britain or Scandinavia are also removed. Norway, for balance-of-payments reasons, cannot increase the allowance for its nationals at present. The agreement brings into being Ukiscan, or, as it is sometimes known, Uniscan. This is one of the economic regional groups recommended by the Council of the Organisation for European Economic Co-operation

FRANCE AND GERMANY MAKE A TRADE PACT: Herr von Maltzan (left, seated), representing the Federal Government of West Germany, and M. Hervé Alphand, Director-General of Economic Affairs at the Quai d'Orsay, initialling the £52,000,000 Franco-German agreement designed to increase trade between the two countries. The initialling took place at the French Foreign Office, and before signature it was necessary that the terms be approved by the Allied High Commission in Germany. The agreement is the first to be concluded with the new West German Government, and will take the place of that signed last year with the Joint Import-Export Agency. It marks a genuine desire on the part of both countries to increase the volume of their commercial exchanges and to work steadily towards the liberalisation of European trade in general.

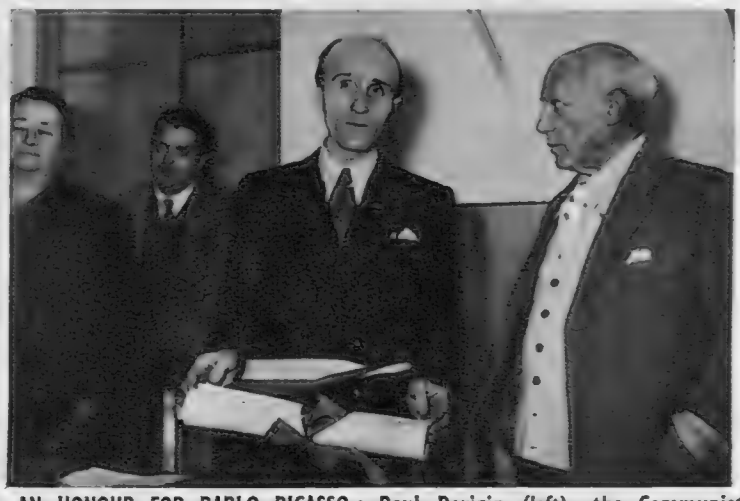
MARSHAL TITO RECEIVES A NEW ENVOY: The head of the Yugoslav State is seen resplendent in his official uniform as he welcomed Mr. George Allen (centre), the new United States Ambassador to Yugoslavia, in Belgrade. Seated on the left is Yugoslavia's Deputy Foreign Minister, Srdjan Prica. United States-Yugoslav relations and the problems created by the hostility of the Soviet bloc were discussed at length. It is understood that the conversations were frank and friendly on both sides. Marshal Tito indicated that Yugoslavia was ready to liquidate all past "misunderstandings" with the United States. Problems pending between Washington and Belgrade include the question of dual nationality of persons claiming United States citizenship who reside in Yugoslavia, the settlement of property claims and the granting of visas. There appears to be a desire to clear the State of obstacles to friendly relations

A SHIP FROM HOME PROVIDES A HOME FROM HOME: This old British steamer, the 3,000-ton "St. Denis," is serving at Kiel as a home for German refugee families, students and workers. The *St. Denis* was in service for forty years between Harwich and Vlissingen (Holland). The Germans captured it at a wharf in Rotterdam in 1940. They took it back to their homeland, renamed it *Barbara*, and turned it into a German Navy training ship. The British regained possession at Kiel in 1945, when they leased the ship to the City of Kiel for housing purposes. The rental lease expires this month, when the *St. Denis* will be returned to Britain. Most of the ship-dwellers have found new quarters ashore

TOGETHER THEY DID IT: Pilots and members of the crew of the Yugoslav motorship *Slavan*, which has just defied the Cominform's economic blockade of Yugoslavia by towing light barges loaded with valuable pyrites up the Danube from Belgrade to Regensburg, Germany. This was the first traffic since the end of the war to penetrate the "Iron Curtain" on the Danube. There had been no east-west traffic because Austrian and German barges were in danger of confiscation by Soviet satellite states, and eastern barges did not trade with the "capitalist" West. Since his break with the Cominform, however, Marshal Tito has completed a trade agreement with Western Germany for coal and other materials denied to him by his Communist neighbours. Now Tito has defied the blockade, it is expected that he will attempt to send other barges through. The Soviet did not detain this first shipment, it is thought, because Tito might retaliate against Czech and Hungarian barges passing through Yugoslavia to Rumania

BELGRADE TO REGENSBURG IN EIGHTEEN DAYS: The Yugoslav motorship *Slavan* seen en route through Austrian waters on the journey up the Danube. Until the *Slavan* made the voyage no commercial shipping had passed through the "dead" Austrian sector of the Danube since the Russians took it over. The cargo carried in the *Slavan* goes to Germany under her trading agreement with Yugoslavia. While in Austrian waters the motorship flew an Austrian flag

AN ABSORBING BUSINESS: This "anechoic" (Greek for non-echo) room has just been completed at the Naval Ordnance Laboratory at White Oak, Maryland. Ordnance scientists hope to find the answers to many unsolved problems involving sound and acoustics, particularly in the field of underwater acoustic ordnance. More than 30,000 fibre-glass wedges cover every inch of floor, ceiling and wall space. The wedges have been designed to absorb all noise produced from a sound source within the room. Only a few tenths of 1 per cent. of any sound emitted within the room is reflected as an echo, compared with almost 100 per cent. echo reflection in an ordinary room which has the usual hard-surfaced walls



AN HONOUR FOR PABLO PICASSO: Paul Derigin (left), the Communist Mayor of Vallauris, the same Mayor who married Aly Khan and Rita Hayworth, seen presenting a scroll to the Spanish painter at Vallauris Town Hall on making the artist an honorary citizen

THE TRADITIONAL BLESSING OF THE HORSES AS PART OF THE FEAST OF SAINT SEBASTIAN IN MILAN: Saint Sebastian, a martyr of the early church, and a protector against plague and pestilence, is specially honoured on January 20. His first martyrdom was when, as a captain of the Prætorian Guard and a secret Christian, he encouraged those being led out to death for being Christians. The Emperor Diocletian had him tied to a stake to be shot to death by archers

TWENTY-ONE FREIGHT CARS PILE UP AT SPICKARD, MISSOURI: An air picture of the havoc caused when an oil tank car in the middle of a Rock Island freight train left the rails. Twenty-one cars piled up behind the tanker. There were no injuries in spite of the fact that the cars sheared off the bay window of the station as they crashed past it. The station is seen at the top centre of the picture. The official who usually sits in the window-space was off duty

GANGTOK, THE BUSY LITTLE CAPITAL OF SIKKIM, THROUGH WHICH THE MULE TRAINS PASS ON THEIR JOURNEYS TO THE CAPITAL OF TIBET: Gangtok, with only one street and a population of not more than 500, lies in the heart of Sikkim and to the north-west of the railhead at Darjeeling. Away to the north lie the peaks of the Himalayas, Everest and Kachenjunga. The route to Lhasa lies through the Chumbi Valley

SIKKIM
GATEWAY TO TIBET
Sights and Scenes in a Land Which May Shortly Come Face to Face with Communism

Thrusting itself northwards to the Himalayas, a peninsula of land jutting from north-east India into southern Tibet, is Sikkim, a paradise for the nature lover, with its orchids, its rhododendrons and its primulas, and, more important still, a vital link between the civilisation of modern India and the even older, more remote and more mysterious civilisation of Tibet. Sikkim, split up as it is into a succession of deep valleys, forms the natural trade route from India to the Tibetan capital of Lhasa and, as such, it has a place of special importance at the moment; for the future of Tibet hangs very much in the balance as Chinese Communist troops mass upon the eastern frontiers. If Tibet in course of time is swallowed up by Maotze and his Communist armies, Sikkim will be something more than a trading link, it will be a vital frontier.

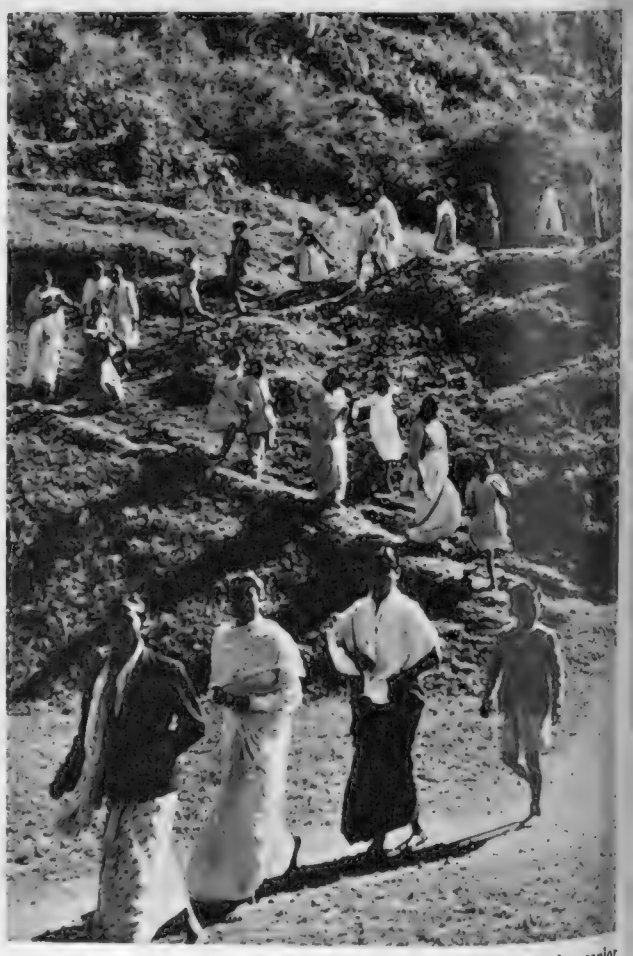
The earliest inhabitants of Sikkim were the Rong-pa (ravine folk), better known as Lepchas, probably a tribe of Indo-Chinese origin, but when or how they migrated to Sikkim is unknown. The reigning family, however, is Tibetan, claiming descent from one of the Gyalpos or princelings of eastern Chinese Tibet.

In the eighteenth century, Sikkim was constantly at war with the victorious Gurkhas, who were, however, driven out of part of their conquests by the Chinese in 1792. It was not until 1816 that the bulk of what is known to us as Sikkim was restored by the British, after the defeat of the Nepalese by General Ochterlony. In 1839, the site of Darjeeling was ceded to the British by the Raja of Sikkim, and in 1849 the British assumed possession of the whole of the plains and the outer hills as a punishment for repeated insults and injuries by the Sikkimese. In 1861 a British force was required to impose a treaty defining good relations. The Raja, however, refused to carry out his obligations and defiantly persisted in living in Tibet; his administration was neglected, his subjects oppressed, and a force of Tibetan soldiers was allowed and even encouraged to seize the road and erect a fort within sight of Darjeeling. After months of useless remonstrance, the British Government was forced in 1888 to send an expedition which drove the Tibetans back over the Jelep Pass. A convention was then concluded with China in 1890 whereby the British protectorate over Sikkim was acknowledged and the boundary of the State defined. To-day, Sikkim comes under the surveillance of the Dominion of India, which has jurisdiction over the system of mountain roads for animal traffic which allow the transport of goods and mail over the passes to Lhasa.

Focal point of the "rice country," as the Tibetans call Sikkim, is the town of Gangtok, which forms the subject of several pictures on these pages. It is the seat of the Maharaja, and even the home of a printing press which disseminates the news of India and the Western world for its infinitely remote readership, a month's journey away beyond the mountains in Tibet.

THE MAHARAJA OF SIKKIM HAS A PASSION FOR PAINTING: His Highness Maharaja Sir Tashi Namgyal, K.C.S.I., K.C.I.E., at work on a portrait of one of his daughters in the garden of his home at Gangtok. The Maharaja comes from Tibetan stock, and is the spiritual head of the Sikkimese people

THE MAHARAJA OF SIKKIM AND HIS FAMILY POSE FOR A PICTURE ON THE STEPS OF THEIR HOME AT GANGTOK: With them is Dr. Ulrich Mohr, who took the pictures on these pages in the course of a recent journey in North-Eastern India



YOUNG PEOPLE OF GANGTOK: They are members of the senior class in the secondary school which takes Bhutias, Lepchas and Nepalese, the three racial sections of the population of Sikkim

BRINGING NEWS FROM THE OUTSIDE WORLD TO THE PEOPLE OF TIBET: This newspaper and printing office at Gangtok prints an edition of 1,000 copies which it takes a month to deliver to Lhasa. In this way Lhasa gets the bulk of its news of the outside world. The editor, Mr. Tandshi, is seen reading proofs in the composing-room and machine-room. Seen in the background is a platen printing press

IN THE TEMPLE OF THE MAHARAJA OF SIKKIM: The walls are adorned with tapestries and paintings depicting incidents in Buddhist mythology. The State religion in Sikkim is Buddhism

THE POST OFFICE AT GANGTOK: The mail is sorted in the building at the top of the stairway, and it is delivered on mule-back, as in other parts of Northern India. Letters from Central India proceed by rail as far as Darjeeling

IN THE MARKET-PLACE AT GANGTOK: The lady in the centre reveals herself as a Tibetan, if only through the fact that she is a chain-smoker. Tibetan women, in common with Burmese women, are extremely fond of tobacco

BASKET BALL IN THE GROUNDS OF THE SCHOOL AT GANGTOK: The girls are encumbered by their full skirts, but they play the game with enchanting grace, even if they lack the dash of Western exponents of the sport

IN ONE OF SIKKIM'S COUNTLESS MONASTERIES: A shaven-headed lama with two musicians. The trumpets on which the Tibetans and Sikkimese produce their ritual music are often made from human thigh bones. In the background is a gigantic prayer mill with the sacred text "Om mani padme hum" ("O Jewel in the Lotus flower")

HISTORIC, BOMB-SCARRED CURZON STREET

NOW HAS A SOCIETY TO PROTECT IT

CURZON STREET, MAYFAIR, IN 1950: Next door to Gunter's, where rebuilding operations are in progress, is a bombed site now blooming forth with a large cinema poster. It is partly because of the state of some of Curzon Street's bombed sites and the growth of poster advertising that some of the local residents have got together to form the Curzon Street Society

THE MARTIN'S BANK BUILDING IN CURZON STREET: On the right of the bank is the entrance to No. 36, the residence of Lord Howe, who has done much to foster the Curzon Street Society

Curzon Street cuts through the heart of old Mayfair, and its historic and literary associations are legion. It is little wonder, therefore, that those who live and work in Curzon Street, among them Lord Howe, descendant of the landlord after whom the street was originally named, have lately seen fit to form a Curzon Street Society. In this way, when the town planners get to work to repair the ravages of war (and there are several big bomb sites in Curzon Street), the views of the residents on rebuilding will have a proper hearing. The Society is anxious, above all, that the dignity and character of Curzon Street shall be preserved. There is hardly a house that does not recall some great name in fact or fiction; No. 19, which Disraeli purchased with the proceeds of *Endymion* and where he died in 1819; No. 22, which Thackeray made the home of Becky Sharpe and Rawdon Crawley; No. 15 (Crewe House), where Lord Northcliffe conducted his enemy propaganda campaign; and, above all, No. 8, the home of Mary and Agnes Berry, the young ladies whom Horace Walpole called his "two wives." Mary and Agnes were ladies of a literary turn of mind, with a flair for entertaining. All London flocked to their salon, and when the men showed signs of being much outnumbered, it is recorded that the good sisters passed the word to Murrell, their butler, "No More Petticoats." It was then Murrell's task to hang out the lantern, and the ladies of Mayfair and St. James's apparently knew what was intended.

LOOKING ALONG CURZON STREET WESTWARD IN THE DIRECTION OF PARK LANE: On the left is the Curzon Cinema, well known for its showing of European films. Curzon Street is rich in historic associations; so also is neighbouring Hertford Street, which leads off past the cinema, for it was there that duck-hunting by spaniels was once practised, much to the edification of the sporting gentry of Mayfair. Curzon Street is named after George Augustus Curzon, third Viscount Howe, ancestor of the present Lord Howe, who lives in Curzon Street

ANOTHER UNSIGHTLY GAP IN ONCE-STATELY CURZON STREET: This is the bomb site on the turning leading to Shepherd's Market. The market is so called not because of any particular pastoral associations, but after a certain Mr. Shepherd or Shepard who owned the ground on which the annual May Fair used to be held

LOOKING EASTWARD DOWN THE LENGTH OF CURZON STREET: Some of the stately houses of the famous thoroughfare. Next door to No. 18 (in the foreground), which is to let, is No. 16, once the home of Sir Henry Halford, a distinguished physician in Georgian days. Beyond that is No. 14, where Cardinal Manning stayed on more than one occasion. No. 8, farther down the road, was the home of Mary and Agnes Berry, the friends of Horace Walpole, who gave gay and brilliant receptions which were a rendezvous of the Society of their day

TWO THOUSAND FOOLS GET TOGETHER AT RADOLFZELL

A Carnival of Mirth by Lake Constance

A GROTESQUE CONTINGENT FROM SAULGAU : Members of one of the forty-six Fools Associations in South Germany seen in the little town of Radolfzell by the shores of Lake Constance, where they gathered for their celebrated annual carnival towards the end of January

THE FOOLS OF WALDSEE : With their big wooden rattles this contingent descended upon the town of Radolfzell, making the air hideous with their noise. Radolfzell, an old walled town which stands at the western end of Lake Constance, was gaily beflagged for this visit of all the leading Fools Associations flourishing in Wurtemburg

From Waldsee and Villingen, Rotwheil and Gengenbach, Offenburg and Saulgau, in fact, from forty-six towns and villages in the region of Radolfzell on the shores of Lake Constance, the members of the Fools Associations forgathered in their strange garb and once again held high carnival. Here was merrymaking in the real spirit of South Germany, as they knew it in pre-war days. The carnival had its origin in the sixteenth century, when the people donned colourful costumes and weird-looking masks to drive away the evil spirits. The revival of the carnival after a break of ten years occasioned by the war was the signal for rejoicings, and, needless to say, the inns and restaurants of Radolfzell did a thriving trade among the 35,000 visitors

THE FOOLS FROM VILLINGEN : Carrying brooms and wearing gay costumes, they descended upon Radolfzell

THE LITTLE CONTINGENT FROM ROTWHEIL : Two members of this grotesque trio wore masks with great protruding tusks

THE FOOLS OF GENGENBACH WITH THEIR MASCOT, A YOUNG WILD BOAR : Stroking the wild boar's head is the chief jester of the Gengenbach Fools Association in his motley costume

COMING THROUGH THE SUBURBS OF RADOLFZELL : A party of fools from one of the outlying towns near Lake Constance making merry as they approached the scene of festivities. The fools in the background have the noisy wooden rattles which add so considerably to the din of the carnival

MRS. MOPP FROM OFFENBURG : This lady, a member of the Offenburg Witch Association, let down cakes into the street, using her broom. A great crowd gathered under the window

SYMBOLISING BRITAIN'S LEAD IN CIVIL TURBINE-POWERED TRANSPORT AIRCRAFT: Armstrong-Whitworth's Apollo, which is powered by Armstrong-Siddeley Mamba prop-jets, made its bow in 1949 at the Farnborough Display. The Apollo is now completing its flying tests at Baginton, Warwickshire, and some thousands of workers at Coventry are now waiting eagerly to know the extent to which it will be put into production. The Apollo fills a gap in the air-liner class between the feeder liners and the 30-50-seater medium-range transports. Take-off and climb performance are such as to permit operations into restricted airfields, and the range with up to thirty passengers will be highly suitable for some routes

THE APOLLO and its FUTURE

A Civil Air Liner Awaits Orders

In the matter of transport aircraft it seems that Britain has an embarrassment of riches. Britain now possesses indeed the finest civil transport prototypes in the world, and for this we have to thank the industry's perseverance in the slow post-war process of evolving revolutionary new aircraft. Particular foresight was shown by the Ministry of Supply in shaping the turbo-jet and turbo-pro

A NEW FRENCH CARGO PLANE—THE NORD 2500 IS TRIED OUT AT MELUN AIRFIELD, SOUTH OF PARIS: The Nord, which is very similar to the Fairchild Packet, has been designed to meet the requirements for a medium-sized military transport suitable for the carriage of cargo, passengers or paratroops, and to serve as a glider tug. Two all-metal booms extending aft from the engine nacelles carry the tail unit. Two 1,600 h.p. Gnome-Rhone engines supply the power. The fuel tanks are carried in the centre section

THE CAMEL OF THE SKIES—THIS MODIFIED CONSTELLATION IS BEING USED BY THE UNITED STATES NAVY TO TEST EARLY-WARNING RADAR EQUIPMENT WHICH IS BORNE IN THE HUMP IN THE CENTRE OF THE FUSELAGE: The installation of an early-warning set in a plane is an innovation that may have far-reaching effects in regard to aerial tactics, enabling an attacking or defending force to receive by means of this long-range scanning equipment advance news of the approach of enemy squadrons. The Constellation can pick up planes at a distance of 100 miles or more, and it could give other planes details of the range and the exact bearing of the approaching aircraft. The U.S. Navy's Constellation has already carried out a large number of test flights operating from the Lockheed Field at Burbank, California

AMERICA'S HIGH-SPEED PENETRATION JET FIGHTER

The YF 93A Successfully Completes its First Test Flight at Lake Muroc

development programme, around which is woven the whole pattern of success. Unfortunately several successful types have been in competition against each other, and in the battle between the Vickers Viscount and the Armstrong-Whitworth Apollo, the former has received official blessing in the form of a large order from British European Airways. This has left Armstrong-Whitworth with the task of securing orders for Apollo, which, with its Mamba turbines, is as smooth-running as the Viscount and is ideally suited to European services. Because the Government has not ordered Apollos, it seems overseas buyers are now holding back, but those who know the plane and its merits feel it would be a thousand pities if it did not play its part in Britain's export business. Some thousands of workers at Coventry would no less welcome the news of substantial orders for the Apollo.

MEN AT WORK ON THE CENTRE WING SECTION OF AN APOLLO AIR-LINER IN THE ARMSTRONG-WHITWORTH FACTORY: When the prototype first appeared in April 1949, and its design was seen to incorporate the latest I.C.A.O. requirements, there were soon reports of likely overseas orders, but these have not materialised, largely perhaps because the Ministry of Supply has given its blessing to the equally quiet and speedy Vickers Viscount (powered by 1,400 h.p. Darts). The Apollo has a continuous cruising speed of 305 m.p.h., and it has shown that with a payload of 7,500 lb. it can do 1,000 miles at 276 m.p.h. at 20,000 ft. The passenger compartment in the Apollo is 10 ft. 2 ins. in diameter, and the normal seating is for twenty-six passengers in pairs on each side of a central gangway

Development of a new high-speed penetration jet fighter for the United States Air Force was revealed recently when North American Aviation announced that the YF 93A had successfully completed its first test flight at the Edwards Air Force Base, Muroc Dry Lake. "Picking up where other jet fighters leave off," according to R. H. Rice, the North American Company's vice-president and chief engineer, "the YF 93A is designed to penetrate deeply into enemy territory on high-speed missions." Test Pilot George Welch, an ace wartime pilot with eighteen Japanese planes to his credit, "tried the wings" of the YF 93A. "A pilot could have been a one-man air force with the YF 93A in the South-West Pacific air battles," Welch said after his 40-minute first flight in the new fighter. Powered by a Pratt and Whitney J 48 turbo-jet engine with 6,250 lb. of static dry thrust —which is further increased with an after-burner—the YF 93A is designed to fly operationally at speeds close to the speed of sound. Air intake ducts are streamlined flush with each side of the fighter's fuselage near the nose. Featuring the swept-back wing proven in the Air Force's first-line fighter, the F 86—official holder of the world's speed record of 670 m.p.h.—the YF 93A further increases the advantages of this configuration with a stream contoured, or "coke bottle," fuselage. This design reduces drag and improves longitudinal stability at high Mach numbers. The new jet fighter is also heavier than most current fighters and requires two wheels on each strut of the main landing gear. Other features of the YF 93A include automatic slats and slotted wing flaps which give the aeroplane added manœuvrability.

BRITAIN'S WORK IN THE FORESTS OF CYPRUS

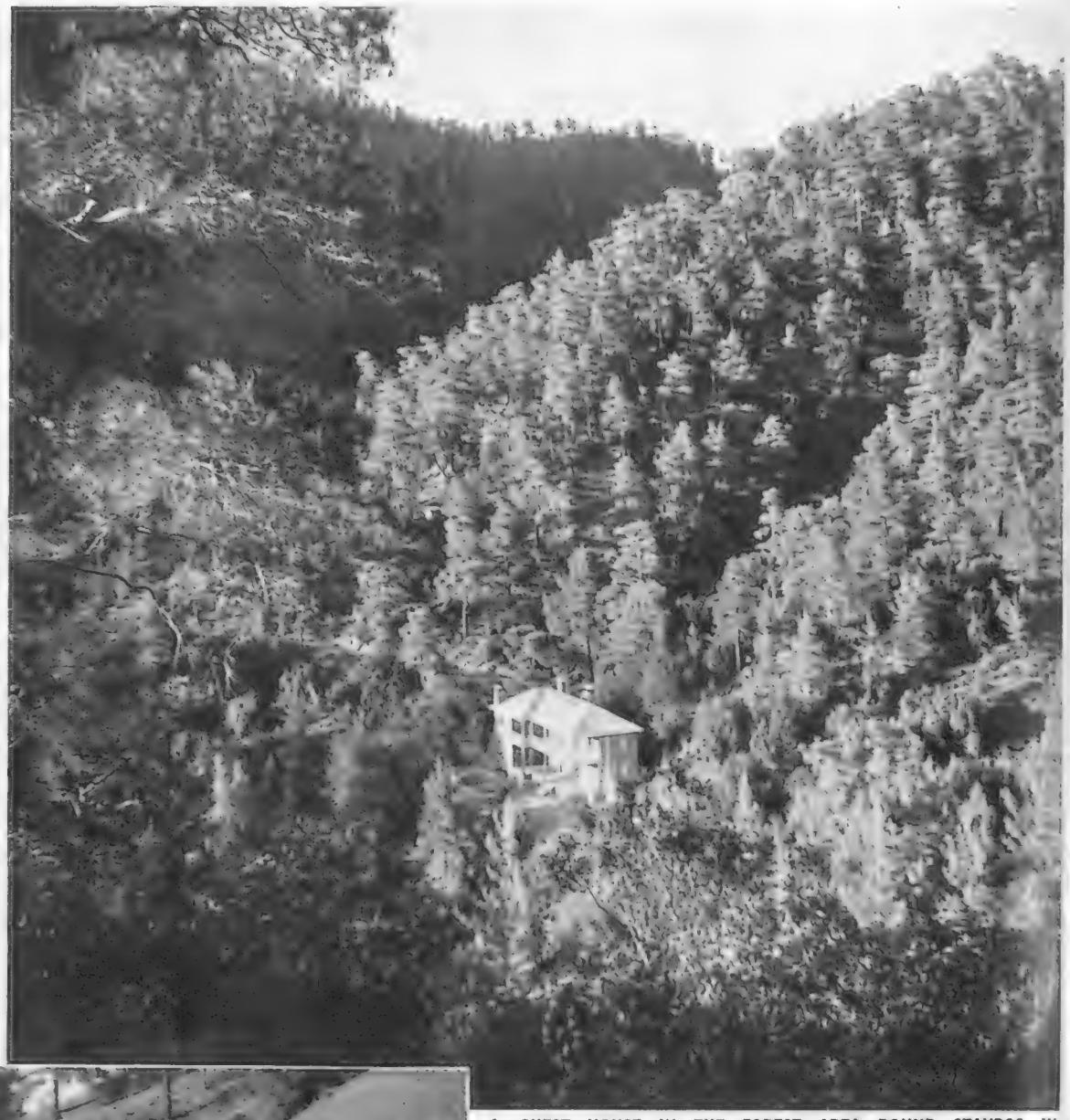
Colonial Development Plans in an Island which Urgently Seeks Union with Greece

Down in the cities of Nicosia and Famagusta on any day of the week, the politicians and the Greek Orthodox churchmen are hard at work agitating for union with Greece. Ever since the close of the Second World War the status of Cyprus has been in the balance, and there is no doubt that of the city population, whether they be of the Right or the Left, the majority of them would prefer to be free of Britain. In the country districts there is a rather different feeling, especially in Western Cyprus, where forest development has brought a general rise in the standard of life. The present capital value of the existing forests is estimated at £30,000,000; and nearly another £1,000,000 will be spent during the current ten years Colonial Development Plan.

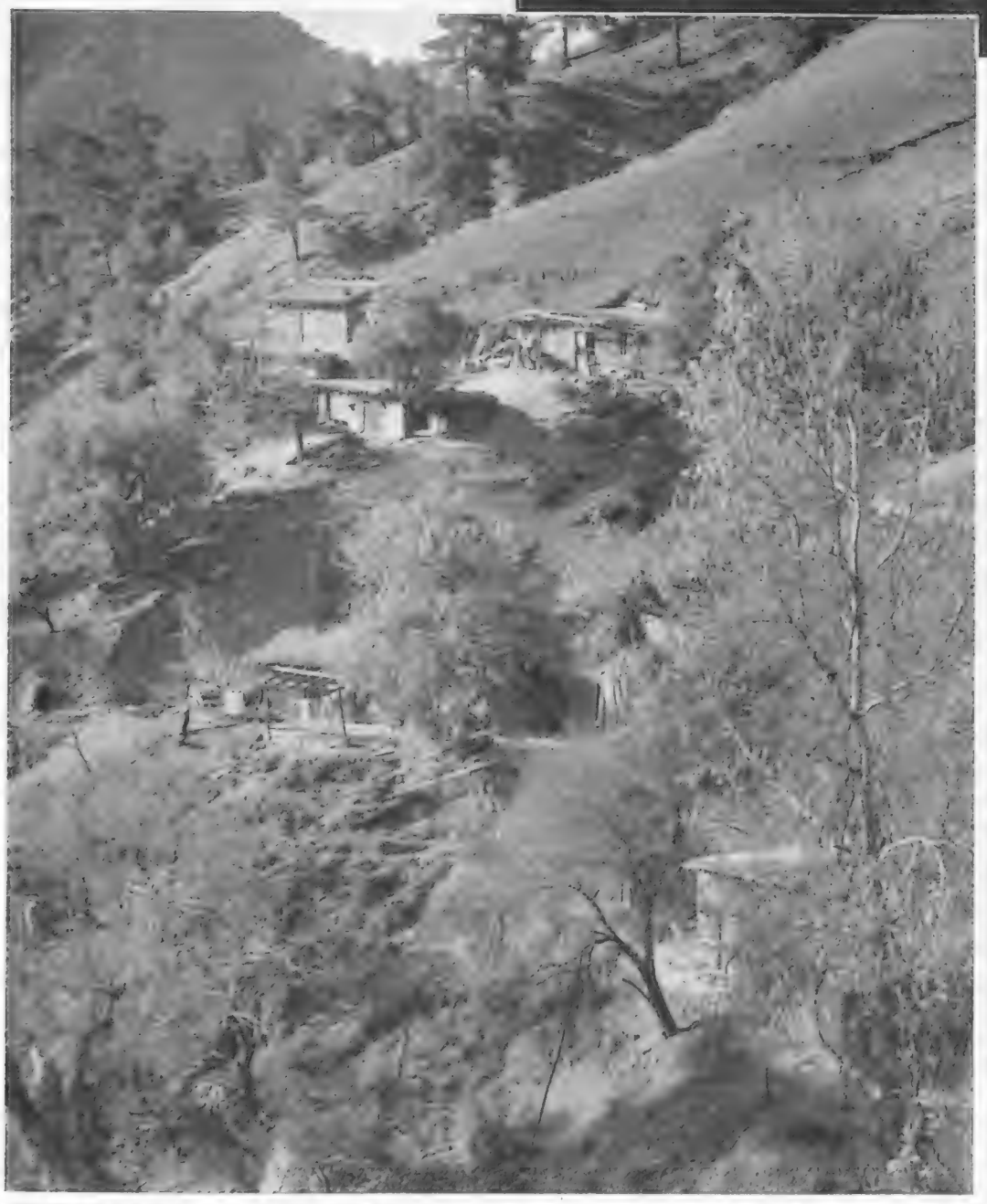
The State Forests now cover 622 square miles. In medieval times Cyprus was famed as a green and pleasant land. The Phœnicians started the rot by plundering the forests to build their ships. The Turks were worse. Their exploitation amounted to wanton wastage. Herds of starving goats ranged through the forest areas maintaining a few hundred shepherds at the expense of hundreds of square miles of woodlands. With all this came erosion of the upland areas, so that the current administration is faced with bare, boulder-strewn gulleys where the roots of forest vegetation once held the soil.

Early efforts to cope with these problems brought bitter local opposition and thousands of acres were destroyed by incendiaries in the years which followed. Before the beginning of the war a better feeling had come in. Education had improved and Cypriots began to regard the forests as a main source of the colony's wealth. Grazing was licensed, fuel-cutting was organised and shepherds learned to trust Government compensation officers when they had to be dispossessed. The change came just in time. Nearly the whole of the timber requirements of the African campaigns came from Cyprus.

Forest development in Cyprus has brought a general rise in the standard of life in the forest areas. The forest people now have permanent jobs and a stable livelihood. An appreciation of the value of the forests in the island's economy has been born among the mountain people, who thus cease to feel themselves a race apart.



A GUEST HOUSE IN THE FOREST AREA ROUND STAVROS IN WESTERN CYPRUS: The guest house has been built to accommodate official visitors. It has no staff and the visitors bring their own food. The State forests of Western Cyprus cover 622 sq. miles, and now at long last they are being developed on a model plan



THE OLD ORDER OF THINGS IN WESTERN CYPRUS: Goatherds' huts in the mountains. Most of the Cypriots, who once eked out a miserable existence with their meagre flocks, are now being drawn into the forest service, and in the years ahead there should be a marked improvement in their well-being

THE ANTI-MALARIA CAMPAIGN IN THE FOREST COUNTRY: Each week every pool of stagnant water is sprayed with a D.D.T. solution. The campaign in Cyprus has had spectacular results upon public health

THE NEW ORDER: The home of the Forest Ranger in Stavros Village. This new building put up by the forest authorities replaces one of the herdman's cottages. The policy of erecting new buildings for the forest workers has engendered considerable good feeling in Western Cyprus

ANGLING THROUGH THE ICE

The Annual Fishing Contests on Minnesota Lakes

TAKING PART IN THE AMERICAN LEGION FISHING CONTEST AT WAYZATA: Fishermen on Lake Minnetonka angling through holes in the ice. Braving winds of up to 40 m.p.h. and a temperature of 10 below zero, more than 700 contestants sought the 100-dollar prize, which eventually went to a fisherman landing a northern pike weighing 1 lb. 9 ozs. These contests are an annual sporting feature on Minnesota's frozen lakes

WOMEN ANGLERS ON LAKE MINNETONKA: While Mrs. Frances Johnson holds her ice fishing-rod above the hole in the ice on Lake Minnetonka her sister, Mrs. Marie Long, ladles out the ice from the hole

Minnesota's most popular winter sport is ice fishing. Hook-and-line fishermen predominate, and they seek northern pike, walleyes and crappies through holes cut in the inches-thick ice. There are also the spearmen who spear northern pike through ice-holes, but require the additional equipment of dark houses, which they erect above the ice-holes. Some of Minnesota's annual contests for comparatively small prizes attract enormous entries

THE VETERANS OF FOREIGN WARS FISHING CONTEST ON FOREST LAKE, MINNESOTA: This aerial view shows the Maltese Cross insignia of the association marked on the ice. Within the limits of this cross the 2,500 contestants made their holes in the ice and battled through the day for the 200-dollar prize in fishing equipment. On this occasion a black bass weighing 3 lb. 7 ozs. was the largest fish caught, and the prize went to Michael Koch, of St. Paul, Minnesota. Outside the Maltese Cross, and parked out on the ice, can be seen the cars of some of the contestants

PIKEMEN OF THE NORTH: Two ice fishermen from Minneapolis with giant northern pike which they speared on Lake Minnetonka. They operate from a dark house, a wooden or canvas hut erected above holes in ice. Spearmen are required to pay 1 dollar in licence fees for huts

LITTLE FISH AND BIG FISH EMERGE FROM HOLES IN THE MINNESOTA ICE: *Left*—Fishing with hook and line in front of a dark house. The dark houses are used for spearing operations, as in the picture on the *right*, where a fisherman is seen landing a fat pike. The dark houses are usually warmed with stoves. It takes a great deal of practice to be a good ice fisherman, but even so there are believed to be about 150,000 enthusiasts for the sport in North-Western America

A TELEVISION RELAY STATION TO RISE ON THE ROOF OF EUROPE—A PANORAMIC VIEW IN THE REGION OF THE JUNGFRAU, AT A HEIGHT OF 12,000 FT., WHERE THE REST OF THE WORLD: Dr. Gerber, the Chief Engineer of the Swiss Post Office, says that the relay station will serve Switzerland and large parts of France and Italy. special frequency from America, will be installed at Bienne, sixty miles west of the Jungfrau. Special chambers will be constructed in the Jungfrau to afford protectio

CORTINA, THE SCENE OF THE WORLD BOBSLEIGH CHAMPIONSHIPS: Heavy mists are seen shrouding the mountains above Cortina, where perfect snow conditions contributed to the success of the championships. Switzerland won the world two-man bobsleigh event, and American teams were second and third. Cortina lies beneath a circle of some of the grandest peaks in the Dolomites. During the First World War it was the scene of fierce fighting between the British-aided Italians and the Austrians

E SWISS POSTAL AUTHORITIES PLAN TO BUILD THE NEW TRANSMITTER AND ALSO A RADIO-TELEPHONE LINK WITH
is reported that a master control station, which will pick up programmes from Britain and France, and on a
r the delicate equipment. It is hoped that the television station will come into operation by the end of 1952

THE JUNGFRAU TELEVISION STATION

AND OTHER NEWS FROM THE HIGH ALPS

The Jungfrau Railway will no doubt play a large part in the establishment of the Jungfrau television station, but even so, much hauling of heavy equipment will have to be achieved on trackless mountainsides before the project reaches completion. The Jungfraujoch station, located in the glacier-covered saddle between the Monch and the Jungfrau, is at an altitude of 11,339 ft., and the television station will be at 12,000 ft. The Jungfraujoch station is a remarkable piece of construction cut into the rock. Much dynamiting had to be done to build the station, and there is no doubt that it will also be necessary for the television station.

LOOKING DOWN ON THE LARGEST GLACIER IN EUROPE: From their headquarters the technicians in charge of erecting the television station will gaze on the Aletsch Glacier

SKIERS ON THE GORNERGRAT, PREPARING FOR THE LONG RUN DOWN TO ZERMATT: Members of a party fitting skis and generally making ready for the dash back to Zermatt. The Gornergrat, offering magnificent views of some of Switzerland's most impressive mountain giants, in all fifty peaks ranging in height between 9,900 ft. and 15,300 ft., is reached by an electric railway. Zermatt lies 5,000 ft. below Gornergrat in the valley, and the descent is one essentially for trained skiers

WITH THE MATTERHORN AS BACKDROP: Skiers admiring the peak from the Riffel House. The Riffelalp station lies at 7,300 ft. and the Matterhorn towers to 14,860 ft. The peak, since Whymper's expedition in 1865, has claimed many victims

THE HOME NEWS IN PICTURES

CONSERVATIVE CAVALRY ON WIMBLEDON COMMON : Twenty-year-old Jean Burbear leads the cavalcade which started the Tory electioneering campaign with a parade through the streets of the borough. Her poster bears the words : "Great Britain Ltd. may be run down but it 's not yet wound up," followed by an exhortation to vote Conservative. In the horse-drawn trap the prospective Conservative candidate, Alderman Black, greets the photographer. His poster says : "Freedom ! You fought for it, why not VOTE for it." In the last election, the Labour candidate polled 30,188 votes as against the Conservative's 28,820, but the borough boundaries are among those which have been revised

PICKETING THE B.B.C. : Supporters of Harry Pollitt parade in front of Broadcasting House to protest about the broadcasting time made available to the Communist Party for its party political broadcast. The Communists have been allotted ten minutes at 6.15 p.m. next Thursday. The Conservative and Labour parties each have two thirty-minute and three twenty-minute broadcasts, and the Liberal Party has two of ten minutes and one of twenty minutes

REBUILDING THE GEORGE INN IN THE STRAND : The old timber frontage has been left in skeleton during the reconstruction. The timbers were found to be perfectly sound and so well pinned at the joints that serious damage would have had to be done to the wood to dismantle them. It was, therefore, decided to leave the timberwork standing and secure it to the scaffolding, so that the walls can be built up to it. The carved barge-boards and signs have been stored away from the site for safe-keeping during the rebuilding

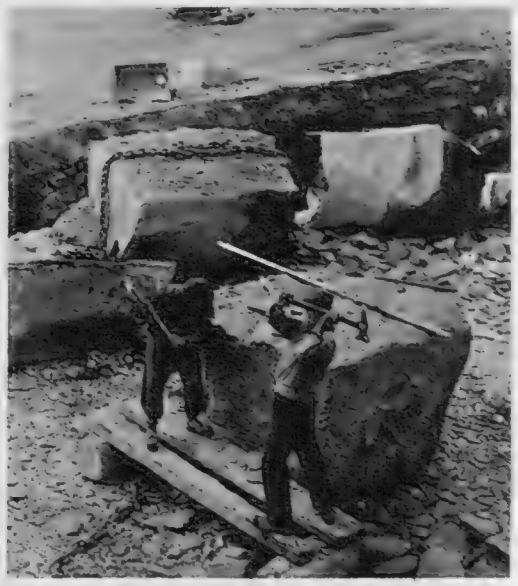
BLESSING THE PLOUGH AT CHICHESTER CATHEDRAL : The Bishop stands at the West Door as the Procession of the Plough arrives. Princess Marie Louise was present at the annual Chichester Plough Sunday Service, which took place at Chichester Cathedral. During this ceremony (which dates back to the sixteenth century) the Procession of the Plough was received at the Cathedral by the Bishop of the Diocese and the Dean and Chapter. The Procession was headed by the Young Farmers' Club county banner-bearer, followed by eighteen Club banner-bearers, and the plough, with a Young Farmer ploughman at the stilts

THE ARCHBISHOP OF WESTMINSTER ADDRESSES A ROMAN CATHOLIC SCHOOLS RALLY AT THE ALBERT HALL : Cardinal Griffin said that it was intolerable that Catholics should be regarded as obstacles to progress in education simply because they refused to accept a death sentence for their schools. The Archbishop said that he did not believe a modern British Government really wanted to discriminate against Roman Catholics, but believed that in fact Catholics suffered hardship simply because the full justice of their cause was neither known nor understood. They did not demand privileges, but asked for that elementary justice which was the right of every citizen in a free country. "We are told," he said, "that if the proposals made by the bishops were to be accepted, the problem of the single-school area would be perpetuated. It is hard to credit that the Minister making such a reply did not have his tongue in his cheek."

THE MINISTER OF PENSIONS CONGRATULATES THE MAKERS OF ARTIFICIAL LIMBS: Mr. H. A. Marquand addresses the staff of J. E. Hanger and Co., at their Roehampton factory. The company gave a luncheon to mark its growth during the past thirty-five years, from its start in 1915 with twelve employees to its present staff of over 1,000. Artificial limbs are made for ex-servicemen, for civilians under the National Health Service, and many are exported. Mr. Marquand said that there was a vast, almost unmapped, demand in other countries for artificial limbs, and that we could look forward with confidence in this country to being the main producers of artificial limbs in the world, and the main suppliers to Western Europe, the Dominions and Colonies, and many other countries

THE CHYSAUSTER HUTS NEAR PENZANCE IN CORNWALL ARE SOLD WITH THE CHYSAUSTER FARM: One of Cornwall's most famous ancient British relics, the Chysauster hut circle is dated between the first century B.C. and first century A.D. It comprises seven excavated huts which are said to have been continuously in occupation until A.D. 250 to 350. They have now been sold as part of the 127-acre Chysauster Farm at Gulval, near Penzance, which went to Mr. H. A. Hasleham, of Southend, for £3,500. The Ministry of Works has certain protective rights over the huts

PORTLAND STONE FOR THE SOUTH BANK CONCERT HALL: These great piles of stone in the quarry of the Bath and Portland Stone Company at Southampton are first roughly shaped before being taken to the mills where stonemasons and polishers make the blocks ready for use



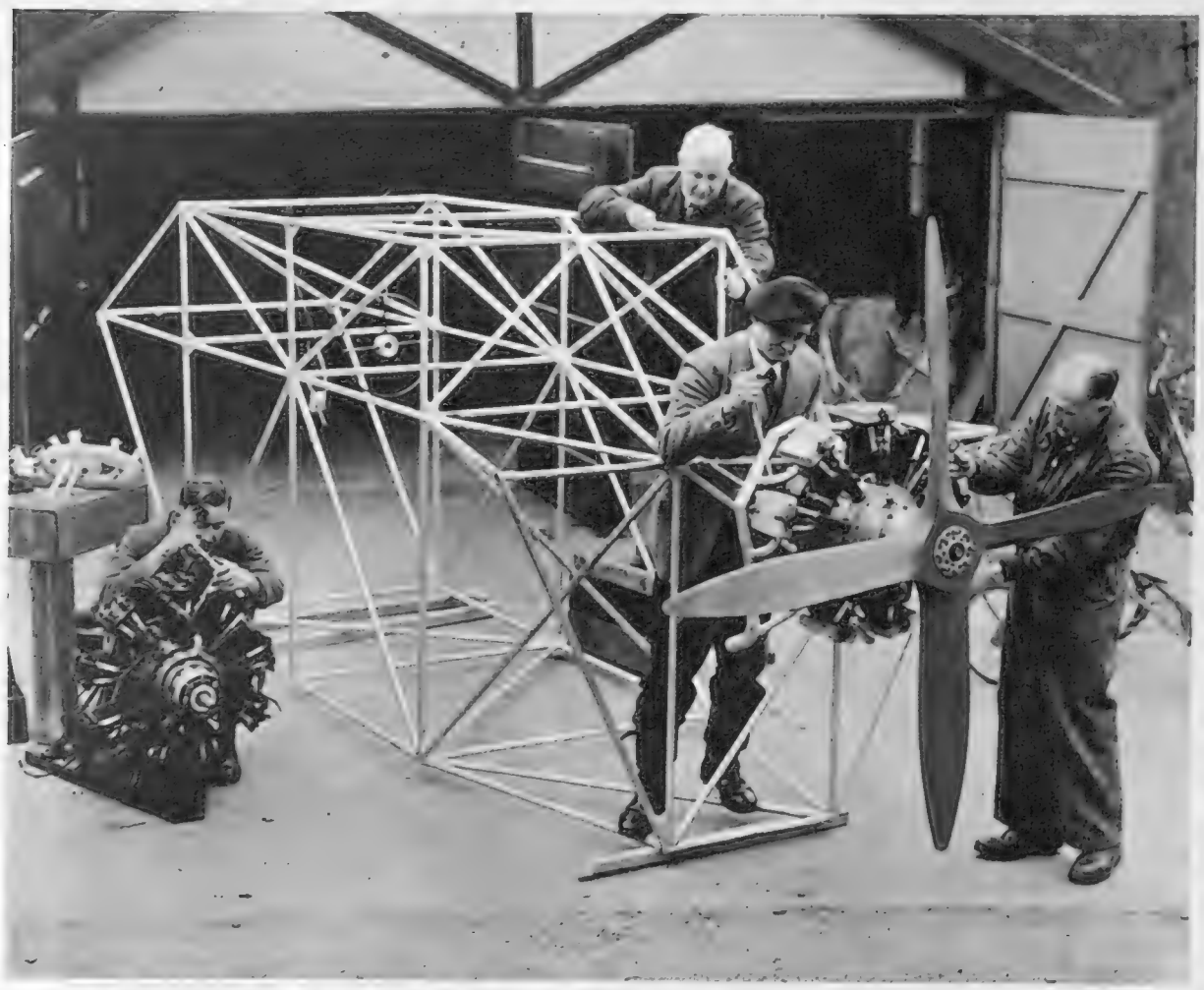
ROUGH SHAPING A BLOCK OF PORTLAND STONE: *On the left* is another view of the quarry where the stone is roughly cut before transport to the Company's mills for finishing. The Concert Hall for which this stone is being prepared will be the only permanent building on the South Bank site of the Festival of Britain Exhibition. The Hall is entirely the responsibility of the L.C.C., which is co-operating with the Festival organisation for its use during the Exhibition period from May to September, 1951. The Arts Council is helping to arrange important concerts during the opening weeks of the Festival of Britain Exhibition

HOME-BUILT: Enthusiasts Make a Cabin Cruiser, an Airship and a Model Aircraft

A CABIN CRUISER AT THE BOTTOM OF A MIDDLESEX GARDEN: Mr. L. A. Evans, of Ashley Drive, Whitton, began building the boat in November 1948. It is a sturdy 17-ft. cabin cruiser, and he hopes to have it ready to launch on the Thames this summer. His next problem will be how to transport it to the river

AT WORK IN THE BACKYARD BOATYARD: The boat fills most of Mr. Evans' small garden, from the fence to the kitchen porch. Here he is seen using an electric drill as he puts the finishing touches to his home-built handicraft

AN 11-FT. SPAN MODEL DAKOTA WHICH WAS BUILT ON A BILLIARD TABLE: Mr. Fred Borders shows his giant model aircraft in front of his home in Brixton. Fifty-two-year-old Fred Borders of Gatley Road, Brixton, has just completed his giant scale-model Dakota aircraft, which can be remote-controlled by radio. It was built in the Borders' front room, using a billiard table as bench. It has cost over £100; is 8 ft. long; has a wing span of 11 ft.; weighs 15 lb.; and is powered by two petrol engines which together develop 14 h.p. It can be controlled by radio effectively up to 12 miles, and can reach 70 m.p.h. at 500 ft. Mr. Borders hopes that one day he may send the Dakota on a controlled flight across the Channel



LORD VENTRY BUILDS A THREE-SEATER AIRSHIP: Left to right are Michael Cromley-Hawke, Lord Ventry, Squadron-Leader York-Moore, who was attached to the Royal Naval Air Service from 1915 to 1920, and A. C. Leith, founder of a Bournemouth aero club and a well-known airman. An Englishman who still has faith in the future of airships is Lord Ventry, who with a group of friends is building one in a workshop at Bournemouth. He hopes to have it flying by the 1951 Festival of Britain. Lord Ventry, 51-year-old former R.A.F. officer, regards airships as one of the most comfortable forms of travel, and a useful defence against submarines. His ship will have an envelope of 35,000 cub. ft. capacity and a 75-h.p. engine. At present he and his friends are working on the car. The airship is designed to carry three people of normal weight

AT WORK ON THE BILLIARD-TABLE BENCH: Mr. Borders shows how the radio control unit fits into the fuselage of his model Dakota. In front is the transmitter unit

AN ADJUSTMENT TO THE ENGINE: Each of the two tiny petrol engines can develop 7 h.p. Note the three-bladed propeller

HUGO TALKS SCANDAL WITH HIS AUNT: Paul Scofield and Margaret Rutherford in a scene from the first act of *Ring Round the Moon*, the "charade with music" at the Globe Theatre, which Christopher Fry has translated from the French of Jean Anouilh. Paul Scofield plays the two parts of twin brothers, one (Hugo) a ruthless gallant; the other (Frederic) serious, kind-hearted and lovesick

PATRICE BOMBELLES TANGOS WITH LADY INDIA: Richard Wattis, as Patrice, the millionaire Messerschmann's secretary, and Marjorie Stewart as Messerschmann's mistress and Patrice's lover, "hold up the show" with their brilliant burlesque of a tango-maxixe. The dances were arranged by William Chappell

DISILLUSIONMENT OF TWO KINDS: Messerschmann (Cecil Trouncer) finds solace with Isabelle (Claire Bloom). On the right is David Horne as "a crumbling Butler." Messerschmann, finding that his money will not buy Isabelle, tears up hundreds of banknotes; while the ballet dancer grieves over Hugo's blindness to her charms

"I SHALL MAKE THEM ALL THINK I'M IN LOVE WITH YOU": Hugo develops his heartless plan with Isabelle (Claire Bloom), the ballet dancer whom he has engaged to seduce his brother Frederic's affections from his fiancée, Diana Messerschmann. Diana is already in love with Hugo (although engaged to his brother), and Isabelle is soon in the same state. Thus begins the "charade with music" which is Christopher Fry's latest contribution to the London stage. Paul Scofield, playing the twin brothers, seems hardly to leave the stage (left) as the gay, heartless Hugo, before he returns (right) as his own lovesick brother, Frederic. The play itself is a witty fantasy which is embroidered with a series of amusing characters all of whom are superbly played. Margaret Rutherford is the aristocratic, wheel-chair-ridden aunt, possessor of a mordant wit; Cecil Trouncer plays a miserable dyspeptic millionaire who tries to throw his money away only to have it return doubled in value; Richard Wattis and Marjorie Stewart are two lovers, elegant in the 1912 style, and David Horne is richly comic as "a crumbling Butler." All ends well with the enchanting little ballet dancer transferring her affections from the heartless Hugo to the gentle Frederic, and with Hugo suitably pairing off with the glamorous but cynical Diana (Audrey Fildes), daughter of millionaire Messerschmann

"RING ROUND THE MOON"

Christopher Fry's Translation of Jean Anouilh's Fantasy with Music

FINALE AT DAWN: Paul Scofield, Claire Bloom, Audrey Fildes, Daphne Newton, Margaret Rutherford, Mona Washbourne, William Mervyn, Marjorie Stewart, Cecil Trouncer, Richard Wattis and David Horne gather for the final curtain. Oliver Messel designed the single set—a Winter Garden in Spring. An effect of more than one scene is gained by clever lighting and rearrangement of the few stage properties and the show ends with a magnificent display of fireworks

WILDFOWLING on the EAST COAST MARSHES

The Fowler and his Methods in the Last Weeks of the Season

A WILDFOWLER'S FOOTWEAR FOR TREKKING OVER STICKY MUD: "Splatchers" used by Mr. Cliff Claydon in the mud flats and saltings around the East Coast estuaries during the wildfowling season

In the half-land of mud and water which comprises the marshes fringing the coasts of Essex, Kent and Suffolk, wild geese and ducks feed in their thousands. To this desolate country of treacherous creeks and gulleys comes the wildfowler from mid-October until February. In the past 100 years his methods and weapons have changed little, and the art has been handed down from father to son. The punt (a necessity for shooting in large numbers) is a flat-bottomed craft 18 ft. long, 3 ft. 6 ins. wide, and pointed at both ends. It is capable of floating in 3 ins. of water. The gun is a muzzle-loading weapon 9 ft. in length, weighing about 80 lb. and shooting ¾ lb. of shot which is loaded before the fowler sets out. The punt is paddled to within 200 or 300 yards of the birds, where the fowler goes flat on his stomach and continues to urge himself forward by his hands in the water. The approach is then continued to within 60 to 80 yards, the gun is raised to sight, and the birds are disturbed by the foot thumping heavily on the boat. Then as the birds rise from the water in a flutter of wings the trigger is pressed as the biggest target is offered.

THE ARMAMENT OF THE WILDFOWLER—THE 9-FT. GUN IN THE FLAT-BOTTOMED CRAFT: Mr. Cliff Claydon stalking a "paddling" of wild duck in one of the East Coast creeks. The strong rope breaching takes the recoil of the gun. The ideal range is about 60 to 80 yards

IN THE STEPS OF A WILDFOWLER ON THE MARSHES AROUND THE EAST COAST: The "splatchers," attached to the boots, provide safe passage across the mud flats. It is possible for a man in ordinary boots to sink into the mud and possibly drown

CLIFF CLAYDON AND "SOAPY SPONGE" PROWLING THE CREEKS AND MUD FLATS FOR WILD DUCK: The fowler's dog returning with a duck during a shoot. Each couple of duck is worth about 6s. to the fowler

THE TOUGHEST EVER MONTE CARLO RALLY

Some Dramatic Episodes in the Recent Contest

JACK KEMSLEY WITH HIS HILLMAN FOUND IT THE TOUGHEST RALLY EVER : At one stage in the journey through France, owing to an electrical failure, he was driving through the snow in total darkness and with no windscreen wiper, no lights, and the horn out of action

The Monte Carlo Rally, in which drivers of fourteen nationalities competed, setting out from six different control points in Europe, was perhaps the toughest in the history of the contest. It was more than ever a test of stamina and a test of nerve this year, and on the icy roads south of Lyons and Valence a host of cars came to grief. In fact, more than 100 competitors did not reach journey's end in scheduled time. The Rally was won by a French Hotchkiss car, the winners being M. Becquart and H. Secret, who started from Lisbon. Although the first place did not fall to Britain, there was immense satisfaction in the splendid performance of the Humber Super Snipe driven by the Dutchman Gatsonides, who gained second place. Getting the heavy vehicle through the snow and ice on the road section was a fine personal performance, and later he excelled in handling the car on the twisting climb along the Corniche circuit. French cars won all four classes of the Rally, but a prize went to Britain when Mr. Cooper's Rolls-Royce was adjudged the most comfortable car among the entries. The Rolls was hastily repaired after an unpleasant accident en route.

DIS ER BY THE RHÔNE'S SNOW-COVERED SHORES : A French car mpeting in the Rally lying beside the river after crashing ver an embankment on the road near Lyons. No one was killed

JOU Y'S END FOR A BRITISH ENTRY : Mr. N. Mann and Mr. C. S. ann arriving in Monte Carlo in their damaged Healey. They ere only one among many entrants who met with trouble

A FRENCH CAR REACHES THE CONTROL POINT AT MONTE CARLO : A mistral was blowing at the time and the famed resort looked as wintry as Brighton or Eastbourne on a January day. Only a sprinkling of spectators greeted the contestants

THE TRIUMPH OF GATSONIDES, THE DUTCH DRIVER IN A BRITISH CAR, THE HUMBER SNIPE : Here the car is seen taking a hairpin bend during the final test over a 10½-mile course on the mountainside above Monte Carlo. As a result of its performance on the hills and in the drive through France to Monte Carlo (in which no points were forfeited), the Humber was placed second in the Rally

THE ENTRY WHICH WON THE GRAND PRIX D'HONNEUR AS THE MOST COMFORTABLE CAR IN THE RALLY : The Rolls-Royce, entered by Mr. W. M. Cooper, of St. Albans, seen after it had been in collision with a lorry just north of Valence

SUN-WATCHING IN AMERICA

A Film of the Churning, Boiling Surface of the Sun Shown to U.S. Scientists

The American Association for the Advancement of Science, the largest general scientific body in the world, has just held its 116th meeting in New York. More than 10,000 scientists attended sessions in five hotels and on the campus of Columbia University.

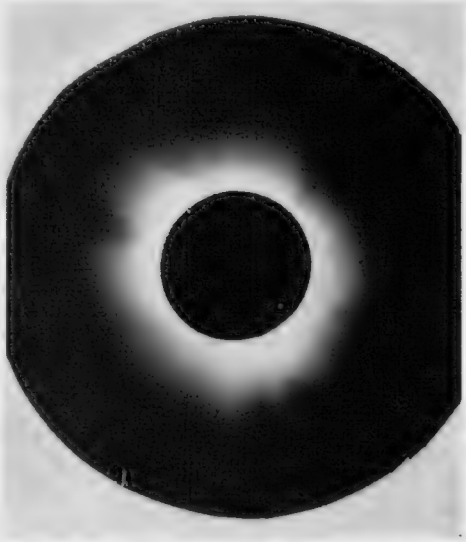
Special interest attached to Professor Donald Menzel's lecture on "The Origin of Solar Prominences and Flares," in which he advanced interesting new theories in relation to sunspot activity; but, as far as can be ascertained, he made no reference to the parallel work in Britain since 1946, when Sir Edward Appleton and his team of workers began to pave the way to new knowledge of "the gigantic solar radio station." The importance of this research conducted from Britain and America lies partly in the fact that it will render possible early warning of wireless fade-outs and magnetic storms. It will lead eventually, of course, to a vast increase in our knowledge of the universe.

There is no doubt, from Professor Menzel's erudite remarks, that the American scientists are accumulating vast knowledge of solar activity by means of films, and it seems that most of these are being taken at the High Altitude Observatory of Harvard University and the University of Colorado at Climax, Colorado. In this connection the coronagraph has proved of the utmost assistance, producing an artificial eclipse of the sun within the instrument by use of a black disc obscuring the bright solar surface.

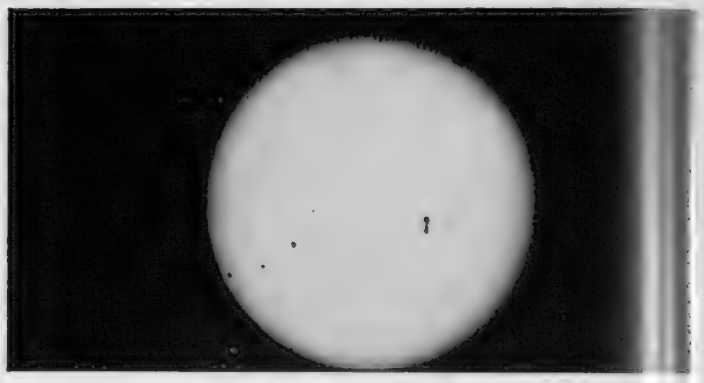
Since 1943 Dr. Walter O. Roberts, of Climax, has produced for study more than 15,000 ft. of motion film relating to solar prominences. The films show clearly that downward moving matter is much more prevalent than upward moving matter. From this it follows that a large proportion of the upward-rising gases rise invisibly.

A detailed analysis of the physical situation, declares Dr. Menzel, discloses that the moving matter carries the lines of magnetic force along with it. We must regard the complex network of magnetic lines of force around the sun as a sort of semi-flexible roof to the sun. If the concentration of coronal material in some region becomes too great, these lines of force will sag—as if a pocket of snow were causing partial collapse of a tent whose roof was made of rubber. The deeper the hole, the more the accumulation will increase. Much the same sort of condition obtains on the sun. The prominences, are largely due to such caving action. The gradual overlapping of a number of such holes, with the stretched zone between, results in a prominence region shaped something like the Grand Canyon of Arizona. The result is a long, twisting ribbon that may extend more than 1,000,000 miles across the disc. Sometimes these filaments become more active than usual. More matter flows from them than the sources are able to replenish. Then, when the "river is nearly dry," the natural springiness of the magnetic shell reasserts itself. The forces cause the material to rise. Sometimes the prominences form a huge arch, at other times they resemble a scarf, flapping in the breeze. The magnetic force lines, acting like a child's rubber sling shot, have catapulted the material upwards from whence it cascades gracefully back to the solar surface.

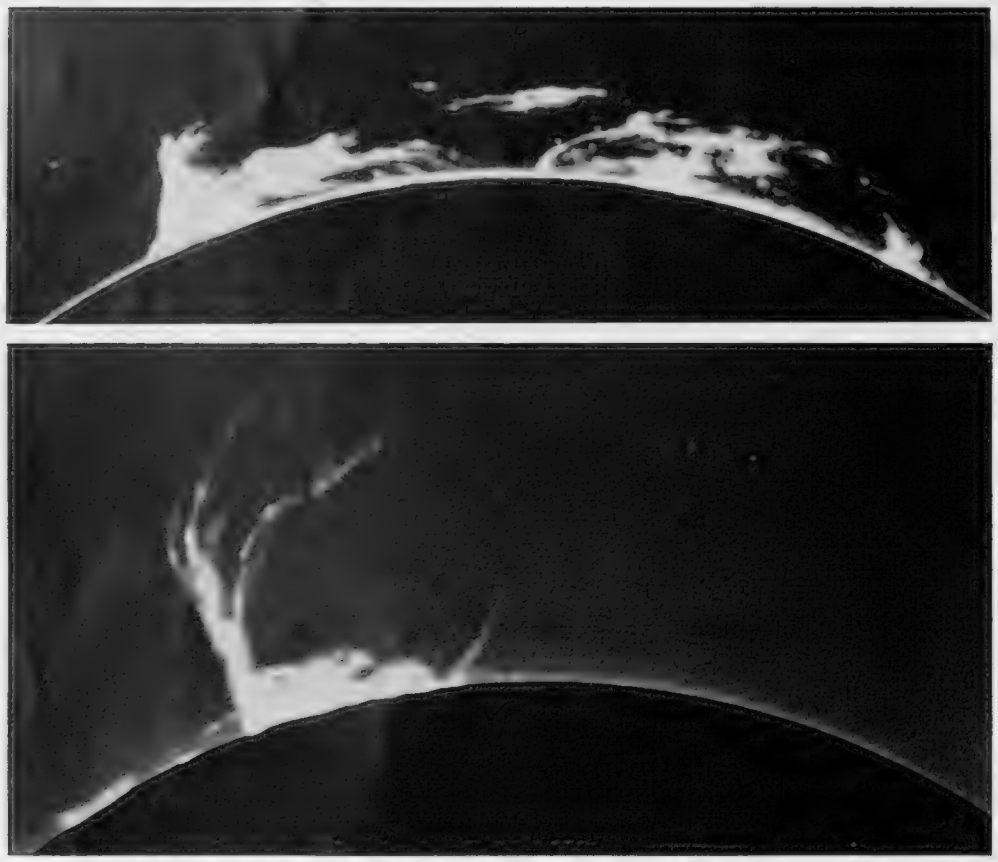
WHERE SUN-WATCHING HAS BEEN REDUCED TO A FINE ART: The High Altitude Observatory of Harvard University and the University of Colorado at Climax, Colorado, where with the aid of a coronagraph—a telescope which produces the effect of an artificial eclipse of the sun within the instrument—a remarkable film has been made of solar prominences, the filamentary clouds of luminous gas which send towards the earth those emanations which cause magnetic storms and auroral displays. Both in Britain and America a determined attempt is being made at the present time to study these prominences and their particular effects upon climate and weather.



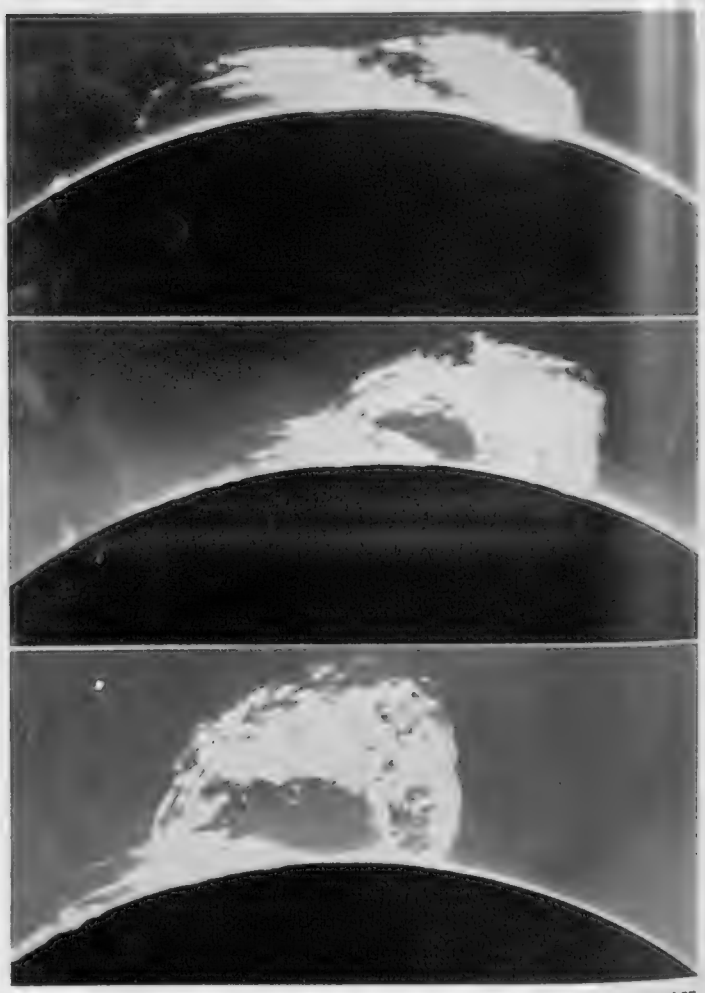
THE SOLAR CORONA SEEN AT TOTAL ECLIPSE: At one time the study of the prominences round the sun could only be carried on at this period. Now, thanks to the coronagraph, sun-watching goes on all the year round



SUNSPOTS PHOTOGRAPHED BY THE CORONAGRAPH: As a result of r[illegible] in the United States, it is suggested that sunspots, whose true natu[illegible] remains unknown, may arise through a collapse of the magnetic ro[illegible] the sun's surface. In England it has been established that sunspot[illegible] a hissing noise on a radar receiver when it is directed towards the sun. This is leading to new research in relation to the gigantic solar "radio [illegible]"



SOLAR PROMINENCES AS REVEALED IN AN AMERICAN FILM MADE AT CLIMAX OBSERVATORY, COLORADO: These gigantic flames, extending thousands of miles into the solar atmosphere, tend to build up into a cone from which emerge thin streamers, along which clots of superheated matter pass, returning in a gradual curve to the solar surface. Probably the source of the gases, declares Dr. Roberts of Climax, Colorado, are bubbling spurting jets, known as the "Polar Spicules," which shoot out from the sun's surface a core of luminous gas. These expanding jets are seen through the coronagraph following graceful curves suggestive of the lines of force emanating from a magnetised sphere



A LOOP OF FLAME EXTENDING 150,000 MILES ABOVE THE SURFACE OF THE SUN: These three pictures taken in sequence from the Climax Observatory show (top) the appearance of two prominences on the surface of the sun. In the centre picture they are seen rising and forming a large loop which attains its maximum size in the bottom picture, before, it is presumed, finally fading away, the material, which has been flung upwards with such force, cascading back once again to the sun's surface

SMALL MILEAGE CARS

PLUS

Henlys 3-Way Guarantee

1. Every car is guaranteed for 3 months on same terms as a new car.
2. Every car is tested by our engineers before purchase by us.
3. Every car is inspected and serviced as necessary before sale.

1948 ARMSTRONG 16 Lancaster.
1948 AUSTIN 16 Saloon.
1948 AUSTIN A-40 Saloon.
1948 AUSTIN Sheerline Saloon.
1948 FORD 10 Saloon.
1948 HILLMAN 10 Saloon.
1948 HUMBER 14 Saloon.
1948 JAGUAR 1½ S.E. Saloon.
1948 JAGUAR 3½ Saloon.
1948 MORRIS 8 Saloon.
1948 MORRIS 10 Saloon.
1948 RILEY 1½ Saloon.
1948 ROVER '60' Saloon.
1948 ROVER '75' Sports Saloon.
1948 SINGER 10 Saloon.
1948 STANDARD 8 Saloon.
1948 STANDARD 14 Saloon.
1948 SUN/TALBOT 2-litre Saloon.
1948 TRIUMPH 14 Saloon.
1948 TRIUMPH 14 Roadster.
1948 VAUXHALL 12 Saloon.
1948 VAUXHALL Velox Saloon.
1947 ARMSTRONG 16 Saloon.
1947 AUSTIN 8 Saloon.
1947 HILLMAN 10 Saloon.
1947 HUMBER 18 Saloon.
1947 JAGUAR 2½ Saloon.
1947 M.G. 1½ Saloon.
1947 MORRIS 10 Saloon.
1947 RILEY 1½ Saloon.
1947 STANDARD 12 Saloon.
1947 SUN/TALBOT 10 Tourer.

Special Deferred Terms available.

HENLYS

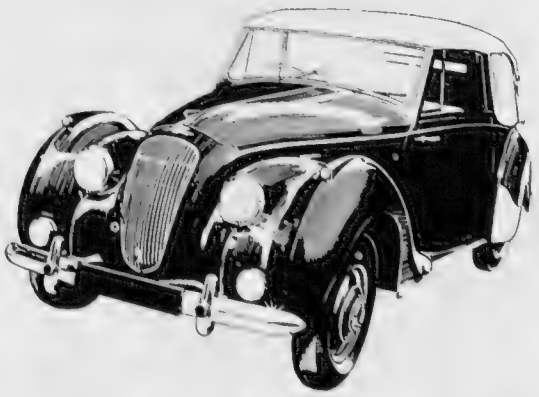
England's Leading Motor Agents

Head Office: Henly House, 385 Euston Road, N.W.1. Tel.: EUS 4444 Devonshire House, Piccadilly, W.1. Tel.: GRO 2287, and at **Manchester,** 1-5 Peter Street. **Bournemouth,** The Square. **Bristol,** Cheltenham Rd. **Northampton,** A. Mulliner Ltd., Bridge Street. **Camberley,** 182 London Road.

30 *Branches throughout the Country.*

a living tradition

Quaint to our eyes, yet fifty years ago this Lagonda tricar was a little ahead of the last word in horseless carriages. In half-a-century of progress, Lagonda's have kept this lead, blending the skill of forward-looking designers with a jealous regard to traditional craftsmanship.



LAGONDA LTD FELTHAM MIDDLESEX

A PRODUCT OF THE DAVID BROWN GROUP

Bleached...

The chemical industry's achievement in respect of chlorine is one of production. The consumption of chlorine has increased steadily since its discovery in 1774, and in recent years great efforts have been necessary to meet the ever-growing demands for this important chemical. Chlorine is one of the most reactive of the elements and, for this reason, it is never found free in Nature. In 1799, Charles Tennant of St. Rollox Works, Glasgow, combined it with lime to produce bleaching powder, and from that day forward, chlorine and its derivatives became intimately associated with the progress of industry. Now, in liquid or gaseous form, this versatile chemical is required in enormous quantities for the bleaching of paper and textiles, for sterilising water supplies, and for the manufacture of acids, disinfectants, drugs, plastics, refrigerants, solvents and countless other important chemicals, including the powerful 'Gammexane' insecticides.

Today most chlorine is produced by passing an electric current through brine. This process yields caustic soda and hydrogen as well as chlorine. Caustic soda is itself a valuable product, and the hydrogen may be combined with chlorine in a separate process to yield hydrochloric acid — yet another chemical of the utmost value to modern industry.

The World of Books—By VERNON FANE

FROM BOW STREET TO FLEET STREET

A Varied Selection of New Autobiographies, Reminiscences and Novels

FOR four years during the war Mr. Sewell Stokes was Probation Officer at Bow Street Magistrate's Court, and COURT CIRCULAR (Michael Joseph, 10s. 6d.) is one of the fortunate results. The book is not merely anecdotal, as it could so easily have been, but a series of studies of the children and adults with whom Mr. Stokes came into contact at that time. He writes with sympathy and considerable humour, and is evidently possessed of a philosophy that not only keeps his own judgment in good balance, but permits him to help and advise without cant. "This profession of mine," writes Mr. Stokes, "never for a moment ceased to fascinate me. Four years I stayed in it, and each year I found more stimulating, astonishing, wildly amusing and heartbreaking than the last. At times I could have cried with pity, boiled over with indignation; but the days were few on which I did not also burst with laughter."

Miss Margaret Mead, who is a curator of Ethnology at the American Museum of Natural History, and who has been hailed in the highest critical circles as a genius, has written a book of sober and extraordinary interest. In her profession she is a technician, and it is as such that she has gathered the material and made the researches without which this "study of the sexes in a changing world," as she calls it, could not have been made. The field-work on which it is based covers a span of fourteen years, during which Miss Mead visited and investigated many societies and types of community in the South Sea Islands. Her native United States and the normal and accepted customs obtaining there have also been the subject of her almost life-long study as an anthropologist. MALE AND FEMALE (Gollancz. 18s.) is a quite remarkable book, and written in a lucid, straightforward manner that presents no obstacles to the lay reader.

Mr. Francis Toye has written one of those urbane autobiographies, politely conceived and executed, but still extremely revealing of the author's habit of mind, and even his habit of life. FOR WHAT WE HAVE RECEIVED (Heinemann. 16s.) was begun, writes Mr. Toye, "with optimism plain and undiluted" some years ago to the accompaniment of a Berkshire air-raid siren wailing its warning. It was continued in Brazil, and finished in Italy in 1946. The period it covers is from the author's birth in 1883 to April 1939, when he arrived in Italy, "just in nice time for the war." Like his brother Geoffrey, who died during the war, and who appears from time to time in these pages as a cheerful and buoyant character, Francis Toye is best known for his knowledge and appreciation of music. He is not a composer and has no popular *Haunted Ballroom* theme to his name, but he has been a music critic of distinction, and is the author of works on Verdi and Rossini. As sidelines, or, as he calls them, distractions, he has worked on newspapers, in publishers' offices and in a nickel company, travelled in France, Italy, India and, during the war, South America, and had an active interest in a London restaurant. He writes good-humouredly about these activities, as about his friendships, family relationships and loves, though one is occasionally conscious of a rather heavily-breathing restraint. But if one takes the title at the author's valuation, then this is a book written in a spirit of gratitude, and to be accepted as such.

The four plays that Dr. E. M. W. Tillyard, Master of Jesus College, Cambridge, has chosen to discuss in his collection of published lectures are *Hamlet, Troilus and Cressida, All's Well That Ends Well* and *Measure for Measure*. This book, SHAKESPEARE'S PROBLEM PLAYS (Chatto and Windus. 8s. 6d.), is formed in the main by the four lectures Dr. Tillyard was invited to give last year at the University of Toronto, and has a most lucid and helpful preface. In this the writer explains, and most people will agree with him, that the first two plays mentioned are called problem plays because they deal with and display interesting problems; the second two because they in themselves

THE NEW DIRECTOR OF THE BRITISH MUSEUM: Mr. T. D. Kendrick whose appointment has lately been announced. For twelve years he has been Keeper of the British and Mediæval Department. He is Secretary of the Society of Antiquaries, and a celebrated authority on Viking and Saxon antiquities. Mr. Kendrick is also a Fellow of the Royal Academy, and has added a new distinction as an honorary Associate of the Royal Institute of British Architects

are problems. His further detailed analysis is quite fascinating, and not only to the scholar, whether he is discussing the structure of the works, or Shakespeare's mood and situation when he was writing them.

Anyone who thinks the Spanish Civil War is old hat by now will find it brought very much to their attention in FAITH AND INQUISITION (Hutchinson. 12s. 6d.), by Susanne Carwin. Written originally in German, this novel tells the story of yet another refugee from Hitler who elects, this time, to go to Spain, ostensibly to write a popular history of that country. Instead, Lies Visser gets mixed up with a Slav anarchist and finds herself making history instead of writing it. There have been plenty of novels about the men who fought against Franco, but here, says the blurb, is "a woman's view, man-size." When she had finished with Franco (or, should it be, Franco with her?) she found herself up against an equally formidable and possibly more ruthless enemy in the Communists. As "a story of passionate assertion and human dignity," you can take it or leave it, but it is also garnished with the rich and fruity violences of the Spanish scene and more than a little insight into the character of those colourful people, all done with Teutonic thoroughness.

The date is the last quarter of the nineteenth century; the scene is the small town of Andersburg, about 100 miles from Pittsburgh, and the story is about a self-made man who, in those days, would have been said to have married above him. Ursula, whom William Prescott married, truly loved him, but he, in turn, lavished his affection upon his children. It would be typical of this kind of ambitious man that he not only resented his wife's social background, but thought to gratify his own ego through his children. In LET LOVE COME LAST (Collins. 10s. 6d.), Miss Taylor Caldwell completes the familiar pattern by causing the children in their turn pitilessly to exploit their parents. Now Miss Caldwell is not a novelist to indulge the modern caprice for unhappy endings, so that when disaster and despair seem likely to overtake the egregious William, it is his much-tried and persecuted wife Ursula, and his adopted son, Oliver, who smooth things out for him before he is likely to be translated to his well-merited oblivion. The brothers Melvill used to pack the Lyceum Theatre with luscious melodrama, and one like this was apt to be called "Her Love Against the World." The public is still around, and Miss Caldwell is supremely able to entertain them.

What is there about Fleet Street that makes novels dealing with its triumphs and disasters more readable and at least as dramatic as novels dealing with back-stage life? In colour it is far drabber, and in obvious attraction it can't even compete, but, at least through the last three decades, books about the central newspaper life have been read not only avidly, but in such numbers as would satisfy the most hopeful author. I can think of half a dozen out of hand, and not all of them novels, at that. Memoirs, especially the frank ones, have had their appeal, too. I SAW NIGHT (Heinemann. 8s. 6d.) is a novel and, nevertheless, has the real stuff of experience in it, for Mr. Robert Gaines has worked as a newspaper man from the classic beginnings as junior reporter (a lowly but in some ways a proud job) to the principal goal of his fellows—Fleet Street. When he came back from the war he completed this, his first novel, and nobody could deny its real note of authenticity, its sympathetic approach to the near-failure, its grudging admiration for the cynical, half-drunken success, its sincere applause for the man who is really good, the man who never allows his worldliness to dictate a cynical approach, the man who has a fine and selective nose for a news story. Mr. Gaines' novel is not impeccable, but it is real, it is exciting and, within the limits of fiction, it is authentic.

THE REAL GEORGE FOX

A Modified View of the Great Quaker Leader

George Fox, founder of the Society of Friends, whom High Churchmen feared because of the simplicity of Quakerism and whom Puritans disliked because he brought a modicum of hope into religion, has long been regarded as the founder also of the Quaker system of Church government, the supreme organiser as well as the man of burning zeal who inspired the movement. Dr. Arnold Lloyd now shows that that view, encouraged in the past by the editorial work of Thomas Ellwood, requires considerable modification. The homely advices of Fox, circulated among a loose confederation of local meetings of the Society, did not, under the same ægis, harden into the rigid discipline which came to be administered by a vigilant national assembly, a system which has stood the strain of two-and-a-half centuries. In QUAKER SOCIAL HISTORY, 1669-1738 (Longmans Green and Co. 21s.), Dr. Lloyd has delved more deeply than his predecessors into the early history and also "the second period" of Quakerism. The result is a fascinating study in the development of an organised religion, and, more than that, it shows the means by which Quakers maintained Christian standards in the world of business and in domestic life. The brief chapter on "The Character of an English Quaker" throws into high relief the outstanding personal qualities of Fox, who dominated his contemporaries by example and tireless teaching. It was little wonder that with his sincerity, his integrity and his tenderness men strove to copy him.

Every human being who adventures in the realms of thought is able to do so only because the impetus has been given, originally, by someone mentally more adult, a parent, a friend or a teacher who stimulated them in youth, or perhaps a writer long since dead whose work set its mark upon them as they groped forward through the uneasy years before manhood or womanhood. Max Parrish have shown considerable originality in taking this idea as the basis for a new series of "Personal Portraits." The publishers have asked contemporary writers to contribute these Personal Portraits, each writer choosing someone, famous or unknown, whose life has fascinated them or influenced them profoundly. The first book in the series is by L. A. G. Strong, whose life of MAUD CHERRILL (Max Parrish. 6s.), teacher of English at a Plymouth preparatory school, is a tribute to that rarest of human beings, a born teacher, one who refused to treat boys with conventional formality, as was the habit in her day, and, above all, never grew old in spirit. "In her classroom I first felt the impact of poetry," writes Mr. Strong. "Reading Shakespeare and Tennyson, in the light of her vehement commentary and the blazing life she brought to every class, I discovered what were to be for me the reservoir, the dynamo, the power-house of mind and spirit." The second volume in the series is Rex Warner's JOHN MILTON (Max Parrish. 6s.). Naturally the dividing factor of the centuries has made this a very much less personal portrait; it could not be otherwise, but we are none the less brought closer to a poet and a man whom, as Mr. Warner states, is "particularly valuable for our own time, with his intolerance of the second-rate and the easy solution." Here is clearly a first-rate start to what may well prove a very popular series.

George Woodbury, an archæologist in Harvard's Peabody Museum, decided to renovate the mill built by his great-great-great-great-grandfather in Southern New Hampshire. How he set a business going, so that he could take a tree from his own woodland, saw it up in his own mill, dry it in his own kiln, and make it into furniture for sale in his own shop makes fascinating reading. JOHN GOFFE'S MILL (Hodder and Stoughton. 10s. 6d.) is a gay and unconventional story, and this unconventionality is indeed reflected in Mr. Woodbury's advertising copy for one of the mill's products. "These are the only milking stools in New Hampshire," he says, "that are individually rump-fitted by a graduate anatomist."

Bobby Riggs, world professional lawn-tennis champion in 1949, is the author of TENNIS IS MY RACKET (Stanley Paul. 12s. 6d.), which, apart from its faintly distasteful title, is a pleasant autobiographical account of his climb to stardom. The final portion of the book is devoted to tips on how the average player can improve his game

Anthony Dale is the author of a brief and well-illustrated little volume, THE HISTORY AND ARCHITECTURE OF BRIGHTON (Bredon and Heginbotham Ltd., Brighton. 10s. 6d.). Mr. Dale concludes by calling on Brighton's citizens to defend their architectural heritage at all costs, and he commends the post-war emergence of the Regency Society of Brighton.

WHITAKER'S ALMANACK 1950 (J. Whitaker and Sons, complete edition, 12s. 6d.) now makes its bow for the eighty-second time in the usual single compact volume, this time amounting to 1,124 pages. The Parliamentary and Government sections both appear to be enlarged, and there is much new and useful information about the boards of nationalised industries

B M K CARPETS are extra resilient and springy because they are made from the wool of Scotch Blackfaced sheep blended with other specially chosen wools. Working with these fine wools, the famous Kilmarnock weavers use the most modern looms to produce carpets and rugs of a value you don't often find these days.

MOTHPROOF

CARPETS & RUGS

'Take a lot of beating'

BLACKWOOD MORTON KILMARNOCK

Horrockses
REGD

the Greatest Name in Cotton

From the earliest days of domestic history, good household linen has been the subject of great pride and for generations housewives have been proud to say their sheets, pillowcases and towels were made by Horrockses. The name commands respect in every woman's mind and shall ever stand for quality the world over.

SHEETS · PILLOWCASES · TOWELS · DRESS GOODS · FURNISHINGS · ETC.

HORROCKSES, CREWDSON & CO. LTD., PRESTON; MANCHESTER; BOLTON; LONDON

THE MOST TREASURED NAME IN PERFUME...

CHANEL

THE CHOICE OF THE CONNOISSEUR

Long ago, these fine chess-men were fashioned from ivory, and a subtle blend of age, skill and experience gives them their delicate beauty. Similar qualities combine in bringing that mellowness which people have enjoyed so much and for so long in Highland Queen "Grand Liqueur"

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

MACDONALD & MUIR LTD. DISTILLERS, LEITH, SCOTLAND

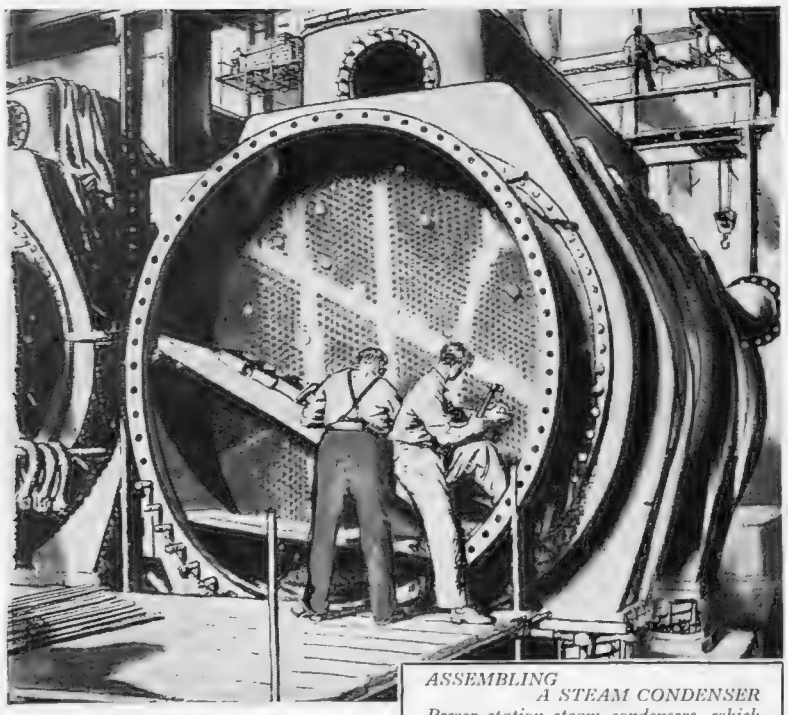
Bernard Weatherill LTD.

of 55 CONDUIT ST., LONDON, W.1

for individual West End Tailoring. Personal Attention Finest Selection of High Quality Materials. True Economy

BY APPOINTMENT
RIDING CLOTHES
OUTFITTERS

Also at 81 Cannon Street, London, E.C.4; 11 Bennetts Hill, Birmingham; 47 High St., Aldershot; Bridge House, South Asco



ASSEMBLING A STEAM CONDENSER

Power station steam condensers, which may be twice as high as a man, contain 8,000 or more tubes up to 30 ft long. Each one of these tubes has to be threaded into position and fixed at both ends by vacuum-tight joints.

more power

—AND WHAT IT MEANS FOR YOU

THE STEAM CONDENSERS of power station turbines contain a forest of tubes through which cold water is circulated. Steam, after passing through the turbine, impinges on the tubes and is instantly condensed into water, which is pumped back into the boilers to be used again. By creating a high vacuum at the turbine exhaust, the condenser enables maximum energy to be extracted from the steam.

British Electricity are building 38 new power stations and installing new plant in 43 existing stations in four years — to end power cuts in the factories and your home.

BRITISH ELECTRICITY

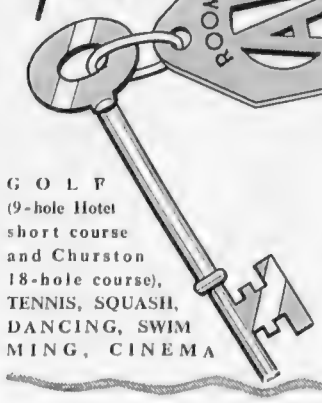
Scotland's hardest wearing cloth —

Sportex

★ *Obtainable only from the best Bespoke Tailors*

The key to a perfect holiday

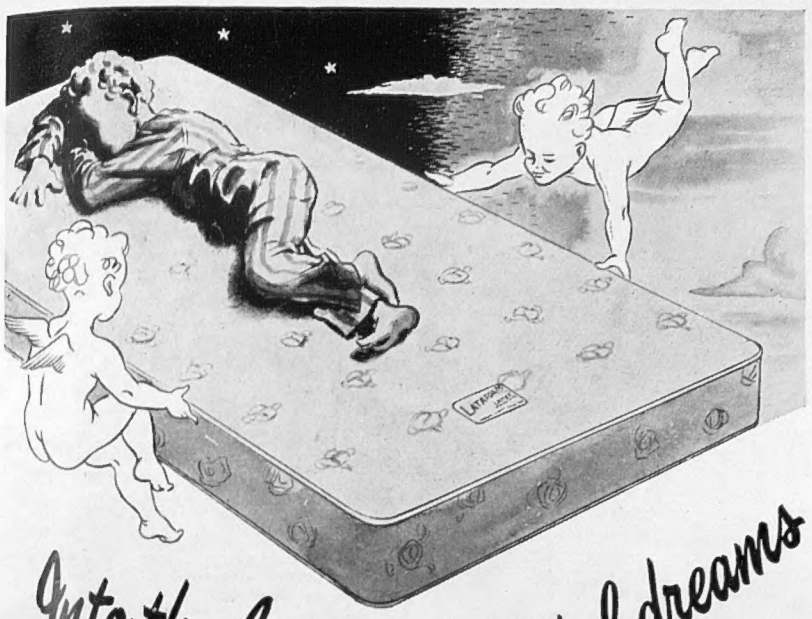
PALACE HOTEL TORQUAY



GOLF (9-hole Hotel short course and Churston 18-hole course), TENNIS, SQUASH, DANCING, SWIMMING, CINEMA

Open up a new vista on what the Perfect Holiday can be. Get to know what it means to have the choicest foods served in luxurious surroundings by a highly-trained staff. Realise, too, the benefits of the Palace 'all-in' terms, giving golf, squash, tennis, dancing, cinema, swimming, etc., at no extra. The Palace, the Hotel with the 'country house' atmosphere, offers such a holiday. Send for inclusive terms.

Manager: George Conquest. Tel. 2271

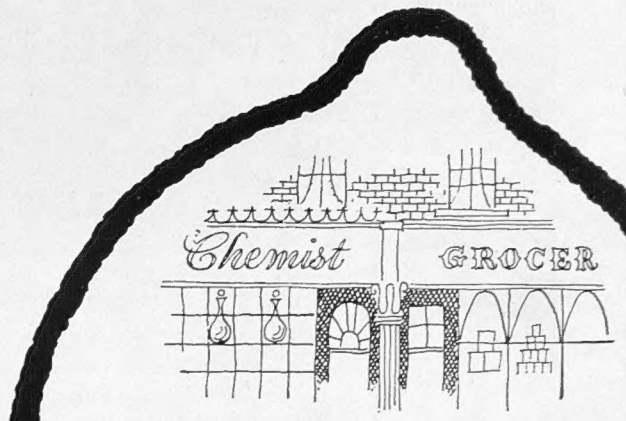


...Into the land of beautiful dreams

Tired limbs, weary after a day's play, need every possible support if they are to awake refreshed. The LATAFOAM Mattress ensures restful sleep with its cosy luxury that moulds to the sleeper's form. Every movement causes the mattress silently to inhale and exhale, so maintaining an even temperature.

Latafoam
LATEX-FOAM MATTRESSES

Obtainable at all departmental and furnishing stores everywhere. If you experience any difficulty write to Latafoam (Sales) Ltd., High Holborn, W.C.1



Here, there and . . .

. . . not yet everywhere, though there's a lot more Lembar about. Invalid Lembar with Glucose Content, for the ill and queasy, Beverage Lembar for the hale and canny. Made from lemon juice and barley, deliciously sweetened, Lembar has a soothing way with temperatures, inside or out.

RAYNER'S
Lembar

Invalid Lembar from Chemists only.
Beverage Lembar from Grocers and Wine Merchants.

MADE BY RAYNER & COMPANY LTD., LONDON, N.18

Ryvita and Marmalade

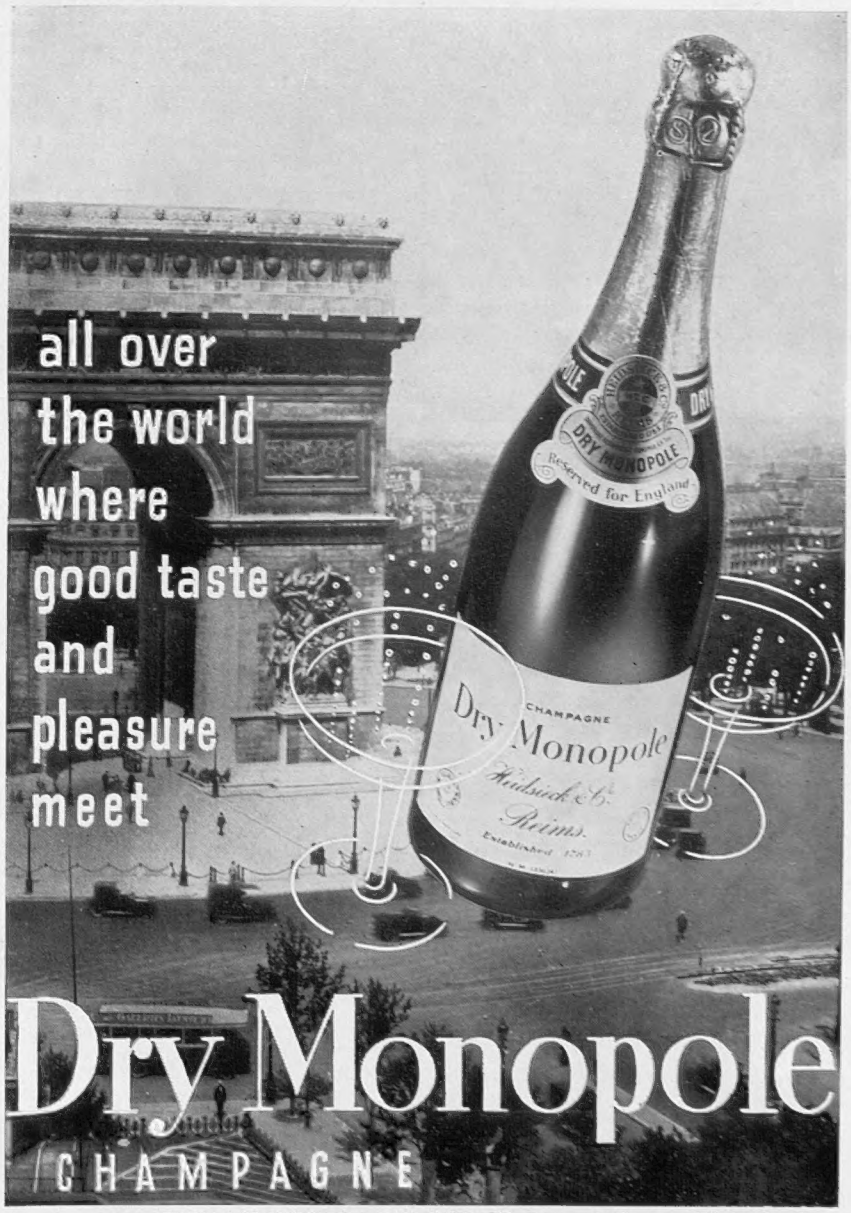
for breakfast

A Weather Coat of implicit style, faultlessly constructed from cloth especially woven by the makers; the coat for the man of judgment.

Wetherdair REGD.

THE **IMPECCABLE** WEATHER COAT . WET WETHER **WETHERDAIR**

Wetherdair Ltd. Bradford and London and Northern Ireland



Sole representatives: TWISS & BROWNINGS & HALLOWES LTD., 5, Laurence Pountney Hill, London, E.C.4

THE LITTLE THAT MATTERS SO MUCH

The test of aspirin
is its purity.
Just because of its purity
Howards Aspirin costs
a little more.

HOWARDS ASPIRIN

It is not the cheapest—it is the best

Made by
HOWARDS OF ILFORD
Established 1797 TBW

أتستطيع بحث المسألة في الأسبوع القادم ؟

"Easily — I'll fly at once!"

Competition in today's rapidly changing markets waits for no man. Buyers and sellers with overseas interests know that a decision made today in Egypt, South America or South Africa, for example, may well mean a flying trip there tomorrow.

They know, too, that 175,000 miles of Speedbird routes to 51 countries on *all six continents* enable them to fly without delay, swiftly and in comfort — on *one ticket* all the way. Complimentary meals are served en route. No tips or extras for prompt, courteous attention. It's part of B.O.A.C.'s 31-year-old tradition of Speedbird service and experience.

No charge for advice, information or bookings by Speedbird to all six continents at your local B.O.A.C. Appointed Agent or B.O.A.C., Airways Terminal, Buckingham Palace Road, London, S.W.1. Telephone: VICtoria 2323.

B.O.A.C. TAKES GOOD CARE OF YOU

FLY BRITISH BY B·O·A·C

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH QANTAS EMPIRE AIRWAYS LIMITED, SOUTH AFRICAN AIRWAYS & TASMAN EMPIRE AIRWAYS LIMITED

FLY SOLO...

and leave a standing order for

SOLO

REAL ORANGE JUICE

3/6 per bottle

DISCRIMINATING HOUSEWIVES ask for SOLO Marmalade

The VAPEX trio—

"COMBINED OPERATIONS" AGAINST THE COMMON COLD

BREATHE... the antiseptic vapour from your handkerchief by day or from your pillow at night

. . . or use the new VAPEX INHALER handy for daytime use. Easily recharged from standard bottle

RUB IN... Vapex-Volatol for Chest Colds. Vapex in ointment form warms and soothes.

Non-greasy

From your Chemist Vapex 3/- Inhaler 1/6 Vapex-Volatol 1/9

THOMAS KERFOOT & CO. LTD. V270

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

CIRENCESTER, STRATTON HOUSE HOTEL
Cotswold charm, Country House characteristics, and the personal interest of the Resident Proprietor, are just three reasons for making this lovely period house your touring headquarters or permanent home in the heart of the Cotswolds. Tel.: 835.

Westward Ho? Spend a night or more at
THE ROYAL CLARENCE HOTEL, Exeter
in the quiet of the Cathedral Close

BURLINGTON, FOLKESTONE
On the Leas facing the sea. Ideal for a restful holiday. Good food, well cooked. Courteous service. Fully Licensed; Cocktail Bar. Lift and all modern comforts. Central heating. Near to shops and amusements. A.A.**** Telephone: 4663-4.

HONITON. DEER PARK HOTEL
A perfect base from which to enjoy the natural beauty and historic charm of Devon. Home farm; attested Jersey herd. 25 acres providing Tennis, Squash, 18-hole Putting Course, 3 miles first-class Trout Fishing. Good food, bountiful cellar. Billiards. Tel.: 64.

THE HAND HOTEL, LLANGOLLEN
One of the best known and best equipped hotels in North Wales, at entrance to the Welsh Tyrol. Quiet, restful, amidst beautiful scenery. H. and C. running water all bedrooms. Good train service. Close station. Terms from 25s. per day inclusive. Salmon fishing. Tel.: Llangollen 3207.

Nr. NEWQUAY, CRANTOCK BAY HOTEL
For real unspoilt Cornwall—yellow sands, secluded coves, the blue Atlantic, and an Hotel which provides home-grown produce and poultry, a good cellar and courteous service. Write for Brochure. Have a real holiday this year. Tel.: Crantock 229.

RICHMOND HILL, Surrey. MORSHEAD HOTEL,
just by the Park Gates and facing that famous view of the Thames. Offers quiet and comfortable residential quarters from 6½ gns., with easy access to City and West End. Tel.: Richmond 4676.

THE COUNTY HOTEL, ROTHBURY NORTHUMBERLAND
This modern, well-appointed hotel provides for your complete enjoyment . . . first-class service, well-cooked food, cocktail lounge, own gardens. Phone & Grams: Rothbury 235 & 6. A.A.*** R.A.C. and Veteran Motorists.

Opp. SALCOMBE, SOUTH DEVON. GARA ROCK HOTEL
A sun-trap at the most southerly tip of Devon. A 50-bedroom family Hotel, facing the sea, offering personal service, excellent catering and a particular welcome to children. Tel.: Chivelstone 279.

VICTORIA HOTEL, SIDMOUTH In Sunny SOUTH DEVON
Rooms overlooking the sea with private bath and self-controlled radio. Orchestra, Dancing, Cocktail Lounge. All outdoor recreations; food you will enjoy. Come and be spoilt! Open all the year. Tel.: 951.

WESTWARD HO! North Devon THE DORMY HOUSE HOTEL
Closed for the Winter; re-opens 1st April, 1950, but it is never too early to write Mrs. W. Tillie about your Spring holiday. Golf (Royal N. Devon Club adjoining). Bathing. Games Room. Comfort and good catering assured.

SELLING JEWELLERY?

As one of the leading Hatton Garden Jewellers we can offer the following

RECORD PRICES

£5-£50, Cultured Pearl Necklaces.
£10-£100, Gold Cigarette Cases.
£15-£75, Solid Silver Tea Sets and Trays.
£25-£250, Diamond Eternity Rings and Watches.
£10-£35, 18 ct. Pocket Watches and Chains.
£3-£15, Solid Silver Sports Cups and Trophies.
£15-£20 for £5 Gold Pieces.

Up to £5,000 for Diamond and Coloured Stone Rings, Brooches, Bracelets and Ear-rings, etc.

Valuations by Qualified Expert
(Fellow Gemmological Association)
Register your Parcels (cash or offer per return) or call at

M. HAYES & SONS, LTD.
106 Hatton Garden, London, E.C.1
HOLborn 8177

Andy ADAGES No 27

A rolling stone gathers no thorns

. . . neither will you if you wear ANDY Garden Gloves. Tough yet pliable, they afford complete protection from cuts, scratches and infection and may be washed and washed again.

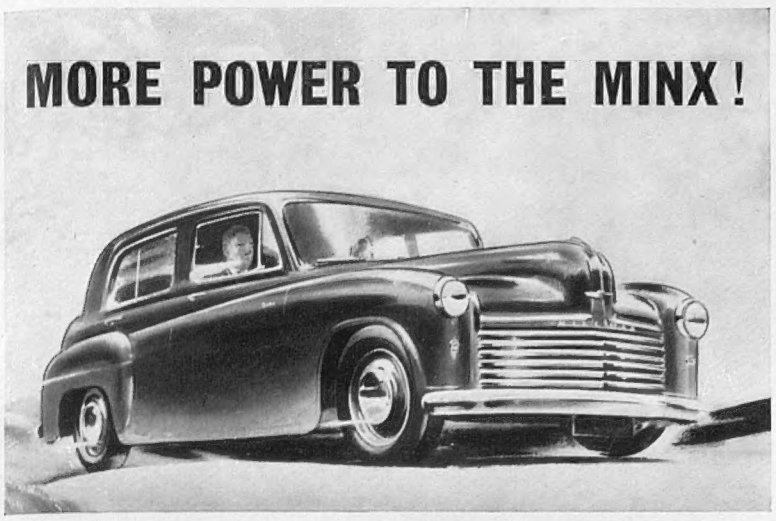
"THESE ARE THE GLOVES YOU HAVE HEARD ABOUT"

4/11 per pair from all Ironmongers & Stores, or direct 5/2 post free. (State size)
TEDSON THORNLEY & CO.
ROCHDALE

Andy Regd GARDEN GLOVES

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, FEBRUARY 11, 1950. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

MORE POWER TO THE MINX!



WITH ITS NEW FULLY PROVED PLUS-POWER ENGINE the MINX MAGNIFICENT . . a full size family car famous for its economy, gives you . . .

MORE *Speed* AT THE GETAWAY

. . . from a standing start to 50 m.p.h. in 21·3 seconds

MORE *Power* ON THE HILLS

. . . climbs steep gradients with a full load in top gear

YET RUNNING COSTS ARE AS LOW AS EVER!

THE HILLMAN

MINX MAGNIFICENT

SALOON · CONVERTIBLE COUPE · ESTATE CAR

SALOON £395
plus purchase tax

PRODUCT OF THE ROOTES GROUP

Your

car is not safe

unless it is frost-proofed with

SMITHS

BLUECOL

the SAFE anti-freeze

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND), LTD.

BY APPOINTMENT BISQUIT DUBOUCHÉ & CO — SUPPLIERS OF COGNAC BRANDY TO H.M. KING GEORGE VI

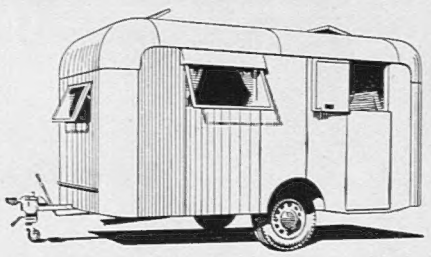
COGNAC

BISQUIT

A Rare Compliment to your Palate

BISQUIT DUBOUCHÉ & CO COGNAC

BRITAIN'S BIGGEST SELECTION OF . . .



CARAVANS!

You get a unique guarantee from A. S. Jenkinson, Main Distributor for all the best makes of caravans. Send for illustrated brochure and helpful reprinted articles to Head Office:

EASIEST TERMS — OPEN ALWAYS

A. S. JENKINSON

BATH ROAD · TAPLOW · BUCKS.
Telephone: Maidenhead 2610
Outskirts of Maidenhead, right on Main A.4.
4 minutes from Taplow Station

If more convenient, call at the London Branch—the only BIG Caravan Display right in the heart of London, with ex-R.A.F. Manager (who has lived in a caravan). 4 minutes from Victoria Station—corner of Semley Place and Ebury Street.

Open 7 days a week—
9 a.m. to 7 p.m.
'Phone: Sloane 9233

The ALL-BRITISH **Conway Stewart**

GIVES PERSONALITY TO YOUR WRITING

The Popular Pen with the Marvellous Nib

DR. BARNARDO'S HOMES

NOT SUBSIDISED—STILL DEPENDENT ON PUBLIC SUPPORT

To instil into every child in their care the spirit of Christian living, is the aim of Dr. Barnardo's Homes. Please help the 7,000 children now supported.

10/-

will buy one child's food for a week

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

SKYHI MINOR

HYDRAULIC CAR JACK

"The Little Jack with the BIG Lift"

Closed Height 6½ ins.
Maximum Height 14 ins.

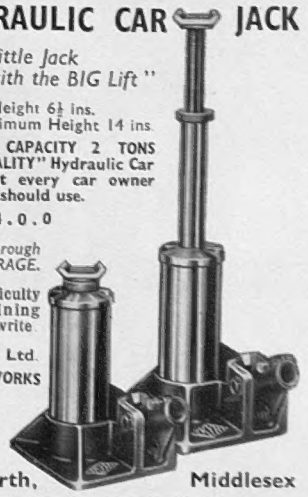
LIFTING CAPACITY 2 TONS
The "QUALITY" Hydraulic Car Jack that every car owner should use.

Price £4.0.0

Order through your GARAGE.

If any difficulty in obtaining delivery write

SKYHI Ltd.
SKYHI WORKS
WORTON ROAD
Isleworth, Middlesex



CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

The BOC reduces your handicap

The 38-ton cast-iron driving pulley of an old fashioned steam engine was due to be scrapped. The pulley measured 16 ft. across and the hole through which it had to go to the scrap heap was less than 5 ft. wide. A tricky problem—solved by a B.O.C process. Oxygen cutting did in four days, a job which had been estimated at six weeks by other methods. Throughout industry today processes such as this are in everyday use—playing a vital part in Britain's recovery.

The British Oxygen Co Ltd
London and Branches

NEW WORDS for NEW TIMES

The scientist's box of tricks has displaced bush-telegraph drum-magic. Walkie-talkie is today's bright word. So, too, is SCHWEPPERVESCENCE. Schweppes quietly lends its name to the language; Doctor of Science and Witch Doctor know that schweppervescence lasts the whole drink through.

GENUINE GIN COCKTAILS

made as cocktails
should be made

By Appointment
Gin Distillers
to H.M. King George VI

DRY MARTINI • PERFECT
MARTINI • FIFTY-FIFTY
PICCADILLY • BRONX • GIMLET

Gordon's
shaker cocktails
READY TO SERVE

21/- per bottle
11/3 half bottle
U.K. ONLY

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House. 1, New Oxford Street, London, W.C.1. SATURDAY, FEBRUARY 11, 1950. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.